SCHNOLOGY DEPT.

First Copy

A National Newspaper for Every Branch of the Industry

Automotive Daily News

PASSENGER TRUCK PARTS, SHOP EQUIPMENT TIRES ACCESSORIES

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A.E.R.A. Accepts Motor Coach as Part of Service

MASS. SUPREME COURT TO DECIDE INSURANCE RATE

Three Actions Filed, One Asking for Injunction

BOSTON, MASS., Sept. 25.—After a long wait, following the resignation of Insurance Commissioner Wesley A. Monk because of the opposition to his proposed increase in premium rates for compulsory automobile personal liability insurance, the companies affected by the law have taken the matter into court.

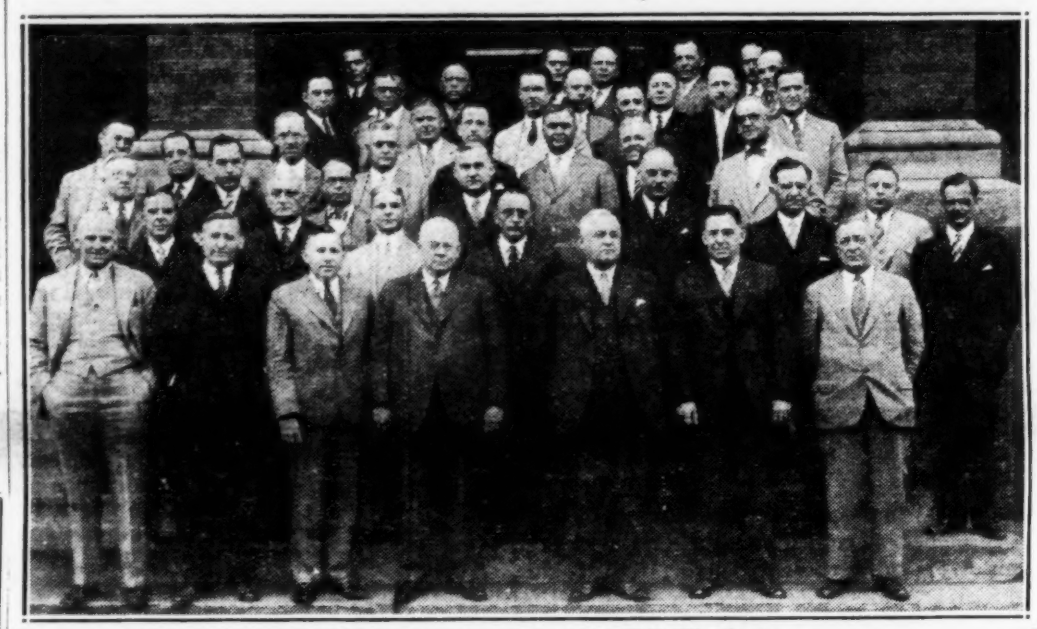
The move is an endeavor to compel the present acting com-

(Continued on Page 11)

Chevrolets Finish Run Through Africa

Detroit, Sept. 25.—News of the conclusion of what was perhaps the most hazardous endurance test ever undertaken by an automobile—the Chevrolet trek up through the center of Africa from Cape Town to Cairo—has just been received by the Chevrolet Company in the form of the following brief cable from General Motors, South African, Ltd.: "Chevrolet expedition reached Cairo August 6. All the way by road, no boats, no rail. Greatest achievement of its kind in automotive history. Sedan and truck in excellent mechanical condition."

REO BRANCH MANAGERS and traveling representatives, photographed at the Reo clubhouse in Lansing during their recent conference. Branch managers in attendance were B. M. Taft, Detroit; C. F. Watson, Atlanta; W. P. Bates, San Antonio; H. E. Woodward, Los Angeles; E. A. Smith, San Francisco; R. H. Hilty, Dallas; J. K. Reed, Lansing; George Stowe, New York; F. G. Vincent, Kansas City; George Stout, Birmingham; John Graham, Jacksonville; A. E. Hull, Oklahoma City; J. H. Lemons, Houston.



H. H. Kelly Resigns as Trade Commissioner of Europe

Special from A. D. N. Washington Bureau

Washington, Sept. 25.—H. H. Kelly, American automotive trade commissioner for Europe, with headquarters in Paris, today officially tendered his resignation to Dr. Julius Klein, director of the Bureau of Foreign and Domestic Commerce of the Department of Commerce, to become effective November 1.

It was stated unofficially at the offices of Dr. Klein that Mr. Kelly expects to make a visit to the United States, but will return to London or Paris to assume the duties of European representative of "one of the largest American automotive manufacturers."

The identity of the manufacturer whom he will represent is not yet known to the department, Mr. Kelly in his letter of resignation, not divulging the name.

It also was explained that appointment of Mr. Kelly's successor has not yet been considered. First advices that Mr. Kelly intended to relinquish his governmental post in Paris was received in this country from the Paris correspondent of Automotive Daily News in a dispatch stating that Mr. Kelly was resigning the presidency of the American

(Continued on Page 2)

PISTON RING CO. BUYS PLANT IN PHILADELPHIA

Philadelphia, Sept. 25.—The Wilkening Manufacturing Company, manufacturer of Pedrick piston rings, has purchased the plant of the McFarland-Meade Company, covering a tract of 2½ acres, which it will use in its manufacturing business. The tract has a frontage of 350 feet and a railroad siding and was held for sale at $100,000.

"The demand for our product necessitated this expansion," said F. W. Wilkening, president.

BUS NO LONGER THREAT AGAINST ELECTRIC CARS

President R. P. Stevens Points to Value In City Traffic

By HAROLD G. McCOY

CLEVELAND, Sept. 25.—The motor coach was accepted yesterday by the electric railway industry as a component vehicular factor in local transportation. It ranks on a parity with the electric traction car.

This acceptance of the motor coach as an ally in the task of winning back to public transportation vehicles the traffic lost to

(Continued on Page 11)

Decker Returning To South America After Visit to U. S.

New York, Sept. 25.—F. H. Decker, assistant production manager of General Motors, Argentina, who has been on a trip to the home office and General Motors factories, will sail for Buenos Aires Saturday on the Munargo to resume his duties in South America.

George Williams, supply manager of General Motors, South Africa, will arrive in New York Saturday on the Nieuw Amsterdam for a short visit to the home office and General Motors factories.

G. P. Urquart and family will sail

(Continued on Page 2)

Automotive Plants in Upstate New York Busy

Albany, Sept. 25.—A slight surplus of labor exists in the automotive industry of this district because of the recent closing of one of the principal plants for an indefinite period.

The tire fabric producing plant of the Beaver Mills, at North Adams, has been shut down for several weeks, and many hands from this section have returned to their homes to await the resumption of activities. With this exception other factories in the textile branch are continuing to smash all previous records for September production, with the general outlook good. Plants turning out accessories and automobile parts also report a high rate of production despite slight decreases in forces during September.

A transaction of importance was completed this week with the purchase of the iron manufacturing plant of the former Walter A. Wood property at Hoosick Falls by a syndicate of business men, headed by Robert Dickson and Charles Close. Work of equipping the factory has already been started and the new owners expect to employ about seventy-five hands at the start. The new firm expects to have production under way within two weeks and the gray iron and brass units are being combined so that a diversified line of molded products may be placed on the market.

A wholesale distributing plant of the Fisk Tire Company has been taken over by a company headed by C. A. Tremmel, which will have jurisdiction over sales in the entire northern New York section. Mr. Tremmel has been with the Fisk Company as manager of its various branches for over eighteen years.

Fall orders for motor robes at the mills of F. C. Huyck & Co., Rensselaer, N. Y., has stimulated production, and capacity operations are being observed. The approach of cold weather is increasing the demand with the resut that the department is being rushed with new orders.

The Stevens Battery Corporation, at Utica, reports its business showing gains with a large part of its production going to the automotive industry. The firm has orders booked ahead which will necessitate capacity schedules for some time.

AMERICAN IMPORTS FOR FIRST SIX MONTHS DOWN

Washington, Sept. 25.—American imports for the first six months of 1928, amounting to $2,084,000,000, were nearly $39,000,000 below last year for the same period, the United States Chamber of Commerce disclosed today. This decrease was largely in imports of raw materials and manufactured foodstuffs.

Crude rubber imports declined in both quantity and value. With a price decline of 5 cents a pound, receipts amounted to 470,726,000 pounds, valued at $150,609,000, a quantity decrease of 5.7 per cent. and a value decline of 18.5 per cent.

New Bullard Center Lathe Saves Labor, Space and Time

Bridgeport, Conn., Sept. 25.—A new machine, promising to be as revolutionary in center lathe work as the Mult-Au-Matic has proved to be for chucked work, is announced today by the Bullard Machine Tool Company. Marked savings in time, labor and floor space in the production of many automotive parts such as stem pinions, floating shafts, clutch shafts, pump shafts, armature shafts, steering knuckles, etc., are claimed by the Bullard company.

Judging from past experience of several years with the chucking type of machine and the distinct advantages evident in this method for greater production at less cost, this new application to turning between centers promises a revision of machining methods for quantity turning throughout this new field.

The long list of automotive and other parts that can be produced by this method is fully as great as the original chucking field, in which the Mult-Au-Matic has proved so effective. The possible savings with this new manufacturing tool are on a similar scale. The production time per piece for machining the spindle and brake drum flange of a steering knuckle forging is reduced from 3½ minutes on a single spindle machine to 50 seconds by the Mult-Au-Matic center lathe. A stem pinion job requiring 4½ minutes on a horizontal lathe is reduced to 50 seconds each.

The obvious factor of saving is, of course, in the multiplicity of spindles in simultaneous operation with six pieces in process at once and the individual operations on each piece in their proper sequence. A further notable feature, however, is the ability to use independent spindle speeds and tool feeds at each station, each speed and feed set to suit the exact requirements of the work at the respective station. This in itself not only assures maximum efficiency in each work unit, but offers a further economy in tools, tool grinding and down time for tool change. It also permits a more intensive tooling without crowding

(Continued on Page 3)

G. M. Officials Sailing Abroad

(Continued from Page 1)

Saturday on the Cleveland for Berlin, where Mr. Urquart will spend several months at General Motors, G. m. b. H. before proceeding to Bombay, where he will be commercial body superintendent of General Motors, India.

Peter Andersen, assistant sales manager of General Motors International, will sail Saturday on the United States for Copenhagen. Mr. Andersen has been in America several months visiting the home office and General Motors factories.

V. D. Gortner, Duco specialist of General Motors Argentina, is due in New York on the Pan America tomorrow for a trip to the home office and General Motors factories.

J. S. Calmer of the sales department of General Motors Export Company, who has been appointed Cadillac-La Salle specialist for India, will sail Saturday on the America en route to Bombay via Genoa.

WATERPROOF YOUR SPARK PLUGS *for* 1929

Put Sherman guaranteed waterproof ignition Hoods on your spark plugs, distributor and coil and make your car a 1929 model. Sherman Hoods are tailored to fit like a thimble. They positively shut out water, oil and dirt on all poppet or sleeve-valve motors. Picture shows regular spark plug Hood with push terminal. The Hood for Willys-Knight plugs has a sleeve base. Write.

SHERMAN MOTOR PRODUCTS
29 West 60th Street New York City

H. H. Kelly Resigns U. S. Post in Europe

(Continued from Page 1)

Automotive Club of Europe, as he intended resigning from the Federal service.

However, the unofficial news from the department here that he will return to Europe in a commercial capacity gives ground for the belief that he will retain his affiliation with the automotive owners' organization abroad.

Mr. Kelly was sent to Paris in April, 1925, as assistant trade commissioner in Europe and about a year later was made automotive trade commissioner for Europe with the creation by the department of this new position, being the first of the five automotive trade commissioners stationed in various parts of the world.

He enjoys a splendid and world-wide repuation in automotive exporting and importing circles. During the time that he has spent in Paris he has been an important factor in promoting sales of American motor vehicles and American tires in Europe, making many surveys of economic and trade conditions abroad as a guide to American exporters which have relied upon his judgment as being the most accurate available to the industry.

He was born in Bloomfield, O., August 27, 1897, and after a public school education was graduated from the school of economics of the University of Pittsburgh.

Mr. Kelly served with a medical unit of the American Expeditionary Forces from June, 1918, to June, 1919. Returning to this country he engaged in newspaper work as editor of the Daily News of Braddock, Pa.

Mr. Kelly entered the government service as a special agent of the automotive division of the Department of Commerce in November, 1923. In May, 1924, he was made assistant chief of the division, being transferred to Paris the following year.

SPARKS *from* DETROIT

Winter Tune-Up

* * *

Counterfeits

* * *

Industrial Safety

* * *

Fisher Y. M. C. A.

Walter Boynton—Detroit Editor

SIGNS of the season are noted in the announcements by the alert automobile makers that now is the time to have the car looked over for winter service. Chevrolet is calling the attention of owners to a "15-point winter tune-up" that includes the installation of a heater and a road test of the car after spark plugs, breaker points, ignition timing, carburetor and generator have been adjusted for winter driving. The heater, by the way, is designed to deliver 86.8 cubic feet of heated air per minute, enough to fill the average body of a Chevrolet car in two minutes.

* * *

Another sign of the unwelcome approach of winter is the announcement by Pines Winterfront that orders from all over the United States are being booked about a month earlier than in previous years.

* * *

COUNTERFEITING of genuine parts for motor vehicles is, of course, a common practice, and the makers of genuine parts are warning their customers against the "shovers of the queer." In the one matter of a cylinder head for the Chevrolet engine, the company lists five important points in which the non-genuine article fails to measure up to company standards. These include absence of coring to cool valve, failure to provide adequate coring for quick exit of gas, obstructed water flow, presence of bad pockets for the generation of steam, and square corners in the water jacket.

* * *

ARTHUR T. WATERFALL, formerly vice-president of Dodge Brothers, has for a long time taken a lively interest in industrial safety. Among other things, he donated a handsome bronze plaque as a trophy for the firm that could show the best six months' record for freedom from accidents in the plants. The most recent winner of this trophy was the Square D Company. Smaller sized plaques from the same design were won by the Dietrich plant of Murray Body Corporation in the automobile group and Dodge Brothers, Inc., in the woodworking group. The presentation of the trophies was made by Frank A. Morrison, secretary of the Chrysler Corporation and chairman of the board of the Detroit Industrial Safety Council. Hoyt L. Fracher, personnel manager of the Detroit Steel Products Company, and L. M. Hamlin, secretary of the McCord Radiator and Manufacturing Company, were in charge of the program.

* * *

Lawrence P. Fisher, president of the Cadillac Motor Car Company, and Edward F. Fisher of the Fisher Body Corporation, joined in laying the corner stone of the Fisher branch of Detroit's Y. M. C. A., which will serve

(Continued on Page 4)

Two Superior Products that are increasing the efficiency of Today's Motor Car

KOOLMOTOR GASOLENE

Koolmotor Gasolene possesses the combined advantages of high-test and anti-knock gasolenes. It contains unusual driving power. Its great energy is not dissipated by excessive heating of the engine. That's why it is called KOOLMOTOR. Especially developed for the new high compression motor, it will also increase the efficiency of any type of automobile engine.

Koolmotor Gasolene is not to be confused with other high-test gasolenes sold under various trade names at many filling stations. Koolmotor Gasolene is a pure petroleum product, tinted green for the protection of the motorist. Its unique advantages are the result of special refining processes developed by Cities Service laboratories. In the territories in which it has been introduced Koolmotor Gasolene has had an immediate, unusual success.

New KOOLMOTOR OIL

Koolmotor Oil, already accepted as a super-fine lubricant, has now been further improved by Cities Service refineries. It reduces friction and carbon to a minimum and prevents overheating. Koolmotor Oil permits the motorist to travel many extra miles without changing the oil.

Bus operators be sure to see KOOLMOTOR Bus Oil Exhibit at the A. E. R. A. Convention at Cleveland.

We shall be pleased to furnish copies of our booklet, "More Power For Your Money," which tells about Cities Service Oil products. It also contains a complete list of Cities Service stations.

CITIES SERVICE OIL CO. CITIES SERVICE OILS ONCE - ALWAYS 60 WALL ST., NEW YORK

Automobile manufacturers who upholster their closed cars in genuine

CHASE Velmo

give you the extra sales-help afforded by this nationally known Mohair Velvet

Los Angeles August Truck Sales Gain 34%

8 Months' Totals Still Below 1927

By JOHN C. WETMORE

LOS ANGELES, Sept. 25.—Angelenoland motor truck merchants in August came close to equaling the 38.8 per cent. gain scored by their brothers in the passenger car trade with a 34.3 per cent. increase in registrations over this month of last year.

Comparative commercial car registrations in August in Los Angeles city and county were 622,463.

In the matter of sales "to date," however, the truckmen are still "in the red" with an eight-month loss of 1,229, which by the way, was more than accounted for by the Ford decrease of 1,317.

It will be noted in the accompanying table how big were the percentage gains made by quite a number of the makes. Eight of the sixteen important trucks included in the table showed August sales increases over last year. Notwithstanding the heavy "to date" loss, ten makes managed to show increases over the eight-month period of 1927.

	August		8 Months	
	1928	1927	1928	1927
Chevrolet	181	121	1,046	807
Graham	124	92	699	787
Ford	92	96	504	1,821
GMC	53	15	271	115
Reo	42	13	304	140
White	22	9	126	119
Moreland	20	24	166	211
Sterling	19	12	86	68
Mack	18	8	184	138
Federal	11	15	94	117
International	8	13	101	92
Autocar	6	2	45	38
Fageol	4	10	69	53
Stewart	3	0	23	4
Studebaker	2	3	26	26
Gotfredson	1	5	25	49

In the eight months' period the General Motors pair—Chevrolet and GMC—gained 42.8 per cent. (1317-922), their aggregate ratio rising from 17.9 per cent. in 1927 to 33.6 per cent. this year.

Graham Brothers trucks lost 11.1 per cent. "to date." Their eight months ratio to the total, however, rose from 15.3 per cent. to 17.8 per cent.

Ford's eight months' loss was 72.3 per cent., its ratio "to date" dropping from 35.4 per cent. in 1927 to 12.8 per cent. in 1928.

Detroit, Sept. 25.—Automobile shows in miniature, confined to a showing of Hudson and Essex cars, are being staged in Detroit all this month by Aaron De Roy Motor Company, Hudson-Essex distributor, and the associate dealers of the De Roy organization.

THIS ADDITION TO WILLYS-OVERLAND plant at Toledo was recently completed after a record construction job. The building, which was necessitated by increased Whippet and Willys-Knight production program, has eight acres of floor space, and the roof will be used to store cars, thus adding two more acres of space.

BALLOT WEEK INTRODUCED BY GARDNER ORGANIZATION

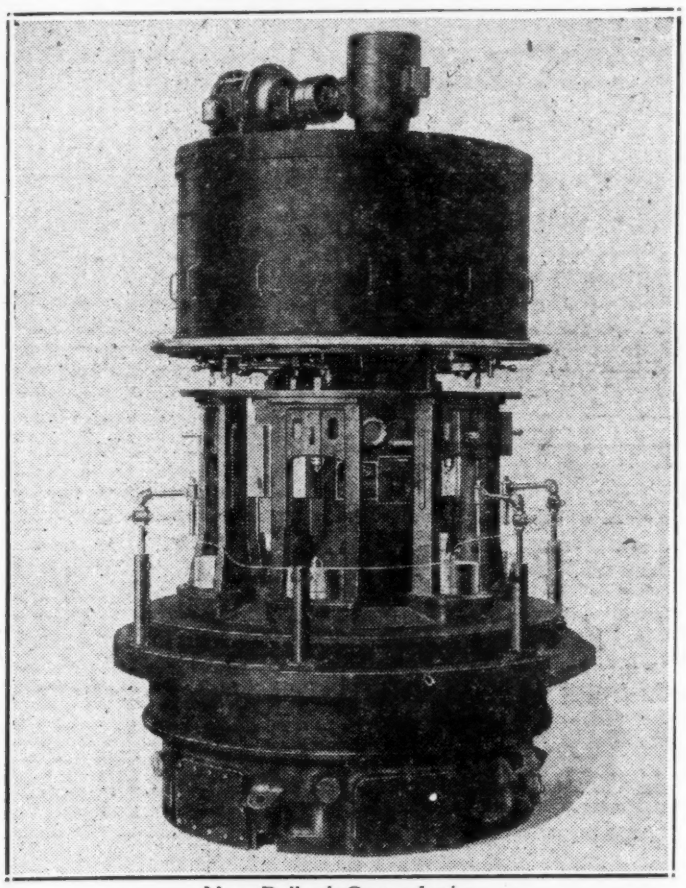
St. Louis, Sept. 25.—A unique ballot plan to introduce the three new Gardner 1929 Eight-in-Line series, recently announced, has been put into effect by the Gardner factory, and already the new plan is meeting with marked success, according to company officials.

Under the new Ballot Week plan a prospective owner is invited to the dealers' showroom where he is permitted to select a demonstrator to his liking. With the car he is handed a self-scoring regulation ballot on which are listed the chief features of the car. He is then allowed to take the car out on the streets and roads and is given every opportunity to thoroughly test it in his own way. Then after thoroughly testing the car to his own satisfaction the prospective owner is asked to ballot his own conclusions, using the sample ballot in his possession.

Bullard Announces Center Lathe Embodying Mult-Au-Matic Features

(Continued from page 1)

and inaccessibility, allows a more complete balancing of all operations and work units to be performed in the same length of time and is easier on the tools and the piece by



New Bullard Center Lathe

often permitting a longer total machining time for any one piece in process, yet maintaining a much faster production per piece from the machine.

An outstanding peculiarity, especially to any one accustomed to the ordinary horizontal type of machine, is to see a shaft job set vertically, on end, between centers. Yet there are several advantages in this aside from the concentricity in running and wearing of the work spindle on its bearings. A live center tail stock is mounted above between guides secured to the work spindle carrier and held firmly in place by a steady ring, and these tail stocks are adjustable for length of work up to twelve inches between centers. The tail center is operated by one lever, which drops it in place and binds it with one motion. But the work is held and driven at the lower end by power operated chuck or other special device mounted on the work spindle and the pressure of all feeding cuts except for underfacing is carried against this lower bearing.

The registering position of the work spindles in operation is not directly below the tool head as in the present Mult-Au-Matic, but is between the tool faces of the column; in such a position that the tool slides and heads mounted on the regular faces of the column are brought in vertical and horizontal traverse to the point of cutting and retired to permit clearance in indexing the work.

The first station of the machine is without tool head and with spindle stopped for unloading and loading the work. At the other five stations tool heads are mounted and in operation. They are traversed rapidly downward and to the left to point of cutting, where feed motion is engaged. The tools feed through the cut and are then retired from the surface and returned to high position.

Clearance is provided for work up to 4 inches diameter for the full maximum length of 12 inches on which diameter work may be turned. For ten inches diameter up to approximately 7¾ inches above the spindle clearance is provided for flanged pieces which may be faced.

Setting of tools on the slides may be made by individual or block type combination tool holders firmly secured in place, but easily and quickly accessible for adjustment or change of tool bits.

Adjustment of speeds and feeds for each head is made by change gears on the individual feed works brackets in the upper compartment.

The customary arrangements are included for a flow of lubricating oil to all bearings and wearing parts and through a system which pumps the lubricant from the base through a filter to a distributing tank at the top of the machine, from which it is carried by gravity and lead through ducts to all operating parts within the machine proper. Tool heads on the faces of the column are equipped for pressure lubrication to the bearings.

A cutting compound system is also included of sufficient capacity to maintain its cooling ability and the fluid required for any particular class of work is circulated by pump to the tools and the work and drained to a settling tank at the side of the machine, which removes chips and dirt before it is again returned to the reservoir in the base of the machine for further use.

The center lathe is driven by 10 horsepower constant speed motor running 1,800 revolutions per minute direct connected through flexible coupling.

The machine itself stands 128 inches high to the top of the drive bracket and occupies a floor space circle of approximately 77 inches in diameter with an additional space required for settling tank of 29 inches by 15 inches.

An extensive study in this field of turning has already been made by Bullard engineers and specific jobs for quantity production are now being considered.

for Economical Transportation

CHEVROLET

During 1928, Chevrolet dealers will enjoy a larger volume of business than ever before in their histories—for the Bigger and Better Chevrolet is scoring the greatest success of this great automotive year.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN
Division of General Motors Corporation

QUALITY AT LOW COST

Bigger and Better

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

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Leisure; What Shall We Do With It?

EVER since the human race emerged from the mists, one of its primal urges has been the quest of leizure. The prehistoric man who first harnessed an animal to do his bidding was trying to lighten his labors and increase his "time off." When James Watt watched his steam kettle he was, perhaps, unknowingly, aiming at the emancipation of humankind from the daily grind of drudgery. And that was the real beginning of the machine age.

Humanity did not at first recognize the machine for what it was, a lifter of burdens. About a hundred years ago the Lancashire weavers staged a miniature rebellion against the introduction of weaving machinery which was going to take the bread from the mouths of their families. Even today there are labor leaders who view with alarm the spread of machine operations as opposed to hand labor.

In an article recently published by the New York Times, Prof. George B. Cutten, president of Colgate University, discusses enlighteningly the part that machinery is playing in modern life and wonders exactly what the ultimate effect is going to be. "Machines are not only turning out countless numbers of pins, bolts, fabrics and shoes," says Prof. Cutten, "they are not only grinding out profits for employers and wages for employees, but just as surely they are producing leisure for every one."

Prof. Cutten calls attention to the fact that "during the last fifty years the week's work has been shortened from seventy-two hours work to forty, and the next fifty may see it cut down to twenty." The emergence of the steel industry from seventy-two hours to forty-eight made the eight-hour day practically unanimous. The Saturday half-holiday has been common for years, and now even that is beginning to yield to the full Saturday holiday. "The five-day week is just around the corner," concludes Prof. Cutten, "and it does not take a very powerful telescope to give us a glimpse of a five-hour day."

Certainly it does not require a prophet to see mankind enjoying a leisure beyond anything it ever dreamed possible. But this new leisure, which is already recognized by far-seeing industrial leaders, brings with it problems which must be solved. We can make this new leisure valuable or worthless, a blessing or a curse. We can make it a factor in the mental development of America and we can make it a splendid contribution to the physical improvement of the nation.

Whatever else we do with this coming leisure, we should make sure that wholesome physical exercise plays a part in it. That does not mean watching baseball or football or boxing contests, but in participating in some form of physical exercise ourselves. To be really valueable physical exercise should be adapted to the individual. The man of 50, suddenly released on Saturdays from thirty years at an office desk cannot play football, but there is a form of exercise exactly calculated to put that man's body in the best condition it is capable of reaching. And make no mistake, good physical condition reacts in a better brain condition and greater ability to work effieiently.

As a nation we are wont to take sports somewhat vicariously. We sit and watch baseball games or football games, or tennis matches or boxing contests, and we conceive a somewhat erroneous idea that we are indulging in "sports." As a matter of fact, an afternoon on the golf links would have done us more good, or an intelligent session in the gymnasium or, better still, a good stiff walk. The point is that before very long we are going to have more leisure time than we ever have had before. The time to decide just how we are going to use it to the best advantage is now, before the actual condition is upon us.

SPARKS

(Continued from Page 2)

a district of 250,000 persons when it is completed next June. Contributions from members of the Fisher family largely made the erection of the branch possible.

* * *

When the human arteries are hardened, the patient slows up. When the traffic arteries are hardened, transportation and all that depends on it, speed up.

* * *

BRANCH managers and traveling representatives of Reo Motor Car Company from all over the country have been holding a week's conferences at the Reo clubhouse, Lansing, presided over by C. A. Eldridge, the new sales manager. Plans for the coming season and policies of the company were discussed.

Among those in attendance were the following branch managers: B. M. Taft, Detroit; C. F. Watson, Atlanta; W. P. Bates, San Antonio; H. E. Woodward, Los Angeles; E. A. Smith, San Francisco; R. H. Hilly, Dallas; J. K. Reed, Lansing; George Stowe, New York city; F. G. Vincent, Kansas City; George Stout, Birmingham, Ala.; John Graham, Jacksonville; A. E. Kull, Oklahoma City, and J. H. Lemons, Houston.

* * *

Organized motorists play an important part in making touring less of a problem all over the world. The first complete automobile maps of Europe have been made available through the work of the International Association of Recognized Automobile Clubs. Clubs in practically every European country cooperated in the preparation of the maps, which ought to have a very widespread use next year, which is expected to be the biggest year for automobile tourists ever recorded overseas. Up to the issuance of these handy aids to international understanding, no detailed charts of even the principal international highways were available abroad. Among other achievements is the publication of a bound atlas and guide, cut into book-size pages, with text in French, German and English. The new large maps are established on a scale of 1 to 2,000,000. In other words, one meter on the map represents 2,000 kilometers of road (or 2,000,000 meters).

WINS BUICK PLAQUE

Everett, Wash., Sept. 25. — Frank Hobbs, manager of the Eeverett Buick Company, has been awarded a bronze plaque by the Buick Motor Company in recognition of the showing made by the Everett firm in the national Buick sales contest conducted during May and June. The Everett firm sold sixty-three new Buicks during the period, making a sales record of 236 per cent.

MODEL TRAFFIC CODE INDORSED BY N. A. C. C.

New York, Sept. 25.—Believing that the model municipal traffic code just adopted by the National Conference on Street and Highway Safety is an important step which will aid the traveling public and industry in general, the National Automobile Chamber of Commerce has indorsed the measure.

"No greater contribution toward transportation has been made in recent year than this proposed model law," said Edward S. Jordan of the chamber's street traffic committee,

CALENDAR OF COMING EVENTS

SEPTEMBER

—**Johannesburg, South Africa.** First used car show.
16-30—**Saloniki, Greece.** Third International Fair.
22-28—**Cleveland, O.** American Electric Railway Association, convention and show.
25—**Rome, Italy.** Automobile Congress.

OCTOBER

—**Memphis, Tenn.** Memphis Automobile Dealers' Association, automobile show.
1- 5—**New York city.** National Safety Congress.
3- 6—**Mexico City, Mexico.** National Highway Congress.
4-14—**Paris, France.** Auto Salon.
6-21—**Dallas, Texas.** Automobile show.
8-12—**Philadelphia.** American Society for Steel Treating, meeting. Benjamin Franklin Hotel.
8-12—**Philadelphia.** Institute of Metals, meeting. Benjamin Franklin Hotel.
8-12—**Philadelphia, N.** National Metal Exposition Commercial Museum.
8-12—**Philadelphia, Pa.** American Society for Steel Treating Show and Convention.
11-13—**Buffalo, N. Y.** American Gear Manufacturers' Association Convention.
11-20—**London, England.** Olympia Show.
15-16—**Allentown, Pa.** Pennsylvania Automobile Association Convention, Golf Tournament and Frolic.
15-18—**Atlantic City, N. J.** National Hardware Association Convention.
17-19—**Newark, N. J.** Society of Automotive Engineers' Transportation Meeting.
17-19—**Rochester, N. Y.** New York Society of Industrial Engineers' Convention.
17-20—**Los Angeles, Cal.** Los Angeles Motor Car Dealers' Association Salon.
22-27—**Chicago.** Automotive Equipment Association, convention and show.
23-26—**Indianapolis, Ind.** Mid-West Motor Truck Transportation Congress.
25-Nov. 4—**Paris, France.** Motorcycle and bicycle show.
29-Nov. 3—**Cleveland, O.** N. S. P. A. Convention and Show.

NOVEMBER

8-18—**Berlin, Germany.** Auto show.
10-19—**Montevideo, Uruguay.** Auto show.
15-25—**Paris, France.** Truck and bus salon.
22-23—**Detroit, Mich.** Society of Automotive Engineers, production meeting.
29-Dec. 9—**Buenos Aires, Argentina.** Auto show.

DECEMBER

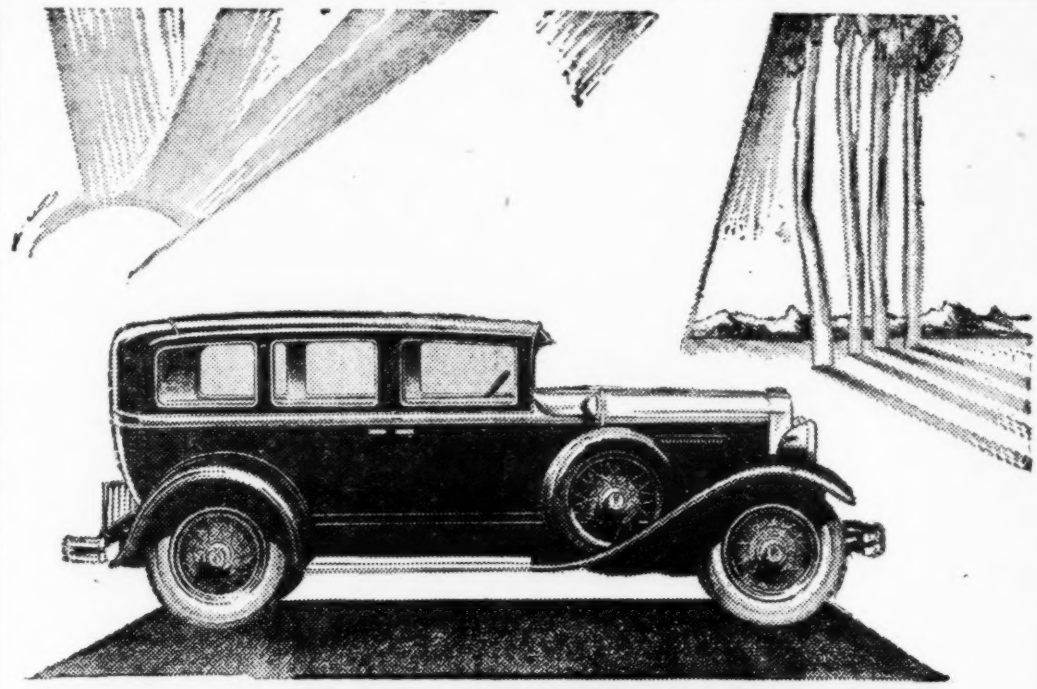
2- 8—**New York city.** Automobile Salon at Hotel Commodore.
5- 6—**Chicago, Ill.** Society fo Automotive Engineers' Aeronautic Meeting.
—**Seattle, Wash.** Automotive Maintenance Association, annual banquet.
6- 7—**Chicago.** Society of Automotive Engineers, aeronautic meeting.
8- 9—**Fort Worth, Tex.** National Gasoline Association. Annual convention.
8-19—**Brussels, Belgium.** Automobile and motorcycle show.
10-15—**New Orleans, La.** Seventh Annual Asphalt Paving Congress.
12-14—**Washington, D. C.** International Air Conference.
13-14—**Washington, D. C.** National Research Council.

JANUARY

5-12—**New York city.** N. A. C. C. Show.
8-12—**Philadelphia.** American Welding Society, meeting. Bellevue-Stratford Hotel.
10—**New York city.** Society of Engineers, annual dinner at Hotel Astor.
12-19—**Newark, N. J.** Automobile show.
12-19—**Philadelphia, Pa.** Automobile show.
12-19—**Milwaukee, Wis.** Automobile show.
13-19—**Cincinnati, O.** Automobile show.
14-18—**Los Angeles, Cal.** American Society for Steel Treating, semi-annual meeting.
14-19—**Cleveland, O.** American Roadbuilders' Association, Inc., convention and show.
15-18—**Detroit, Mich.** Society of Automotive Engineers, annual meeting.
19-26—**Detroit, Mich.** Detroit Automobile Dealers' Association Show at Convention Hall.
24-25—**Greensboro, N. C.** North Carolina Automotive Trade Association, annual convention.
26-Feb. 2—**Chicago.** Automobile Salon at Drake Hotel.
26-Feb. 2—**Chicago.** N. A. C. C. Show.
26-Feb. 2—**Cleveland, O.** Automobile show.
26-Feb. 4—**San Francisco, Cal.** Automobile show.

FEBRUARY

4- 9—**Ottawa, Canada.** Motor Show at Coliseum.



Never has the **PEERLESS** *franchise been so valuable*

NEVER before—in the twenty-seven years of Peerless success as a car manufacturer—has this company's franchise offered distributors and dealers such opportunity for profits.

The new 1929 Six-81 announced in August augurs one of the outstanding successes of the year. Smartly beautiful—speedy—youthful—full of real zest. Built by one of the soundest institutions in the motor car field—bearing an honored old name—backed by powerful advertising in magazines and newspapers.

If that kind of a proposition looks good to you, get in touch with us at once.

PEERLESS MOTOR CAR CORPORATION · *Cleveland, Ohio*
Six-81 closed models $1595 and up · Six-91 closed models $1895 and up (F. O. B. Factory)

"Do Good Dealers Build Big Factories? *or* Do Good Factories Build Big Dealers?" By

G. M. WILLIAMS, *President*
MARMON MOTOR CAR COMPANY

ONE MIGHT SAY that both of these things must happen at the same time.

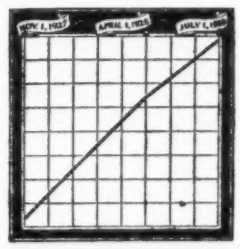
Yet there have been times when strong dealer organizations have shouldered the greatest part of the burden of success. They made the goods move through the sheer force of selling. Big production naturally followed.

And it has been known to happen that certain factories made the goods so well and with such an appeal to them, that the public took to them and bought right off . . . Quite as naturally, dealers immediately sold cars in volume and soon became big.

But both of these experiences are in the past tense. For today's competition you have to have good dealers and good factories working hand-in-hand, before success can even be anticipated.

These briefly are the things which I think dealers should reasonably expect from factories:

DESIGN—Dealers can't sell old-fashioned looking cars. This is the age of beauty . . . Whether the car has four, six, eight or sixteen cylinders and every mechanical feature known, it will still be a hard seller if people don't say—*"that's a good looking car."* Next to a good board of directors, there is nothing so much to be desired as good body designers and engineers who know what the public means by beauty . . . This matter of design is a factory job. If the factory doesn't know how to design, the dealer won't know how to sell.



MARMON INCREASE
in distributor and dealers 109 per cent since the introduction of New 68 and 78.

MANUFACTURE—Any product as intrinsically important as an automobile, must naturally be well made, and it must be built at the factory and not in the dealer's service department. The job then is to make perfect cars every day. A dealer then must have a factory which actually knows how to manufacture.

PRICE—The factory prices its automobiles—dealers have little to say about it . . . Therefore, the dealer is dependent on the factory to keep him "in line" on price . . . Value is a combination of product and price . . . Dealers have to have sound value—a lot for the money with which to match competition and win deals. So dealers should have factories that know thoroughly about value.

PURPOSE OF INSTITUTION—Most good automobile factories know what they are trying to accomplish—where they are trying to go . . . The dealer's money is invested not only in what is happening today or tomorrow, but also in the things which will happen next year. The dealer then should know the officials of his factory. He can then form his own opinions, whether he wants to invest his money with them, and in the things they know about making and selling automobiles. And, after all, any investment the dealer makes is in *men*—to a more important extent than in new cars, parts and salesrooms.

PERSONAL AUTHORITY—Most merchandise, in most all lines of business, is bought when the merchant wants to buy . . . Many places in the automobile business this rule does not hold . . . On the contrary, many dealers buy cars when factories want to sell cars. Any man who has collected together enough money to go into business for himself certainly should have the personal authority to run that business . . . The automobile pace has been so fast that many dealers have lost that authority, but it appears now that dealers are again interested in getting on the same basis with other merchants and running their own businesses. Dealers then should have factories that recognize this point.

I don't say that our own factory, Marmon, has yet developed all of these essentials—100 percent.

But I do say that these are the major lines on which we are working to the fullest extent of our ability.

We invite correspondence with dealers who feel a common sympathy and interest with these principles.

The New Series 68 and 78, recently announced, embody, we believe, every modern sales feature and advantage. Both are straight-eights within the price range of the average six.

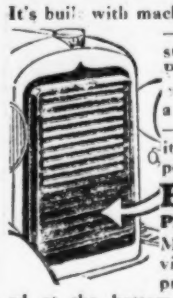
MARMON MOTOR CAR COMPANY · INDIANAPOLIS, IND.

Sell Moto-Gard

The Triple Service Shutter

it always works!

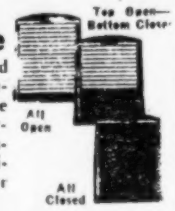
It's built with machined precision—leaves can't stick or fly open. Prove it to your customers with a demonstration—and put profits in your pocket!



EXTRA PROTECTION

Moto-Gard provides the *extra* protection needed at the bottom of the radiator, where water cools first and freezing starts.

Triple Service



Moto-Gard permits regulation of the water temperature necessary for efficient motor operation.

Visible Control

The nickeled thumbscrew gives every degree of opening down to 1-32 of an inch, if desired. Shutter movement shown on the attractive indicator dash control. No effort to operate.

And Six Other Advantages

There is a Moto-Gard distributor near you. Write us; we will have him call on you and give you complete information.

The Brewer-Titchener Corp.

701 Port Watson St., Cortland, N.Y.

Passenger Car Equipment and Accessories

Name and Model	Speedometer	Clock	Fuel Gauge	Lock	Spark Plugs	Battery	Heat Indicator	Cig. Lighter	Smok. Set	Van. Set	Make of Body Finish Used	Stop Light	Parking Light	Windshield Wiper	Heater	Front Bumper	Rear Bumper	Wire Wheels*	Shock Absorber
Auburn 115	Ste	—	K-S	Ele	Cha	U S L	Moto-M	Cun	G R	—	Mur	Ind	In	*Troy	*Gla	Balc	Balc	Day	cLov
Auburn 88	Ste	—	K-S	Ele	Cha	U S L	Moto-M	Cun	G R	—	Mur	Ind	In	*Troy	*Gla	Balc	Balc	Day	cLov
Auburn 76	Ste	—	K-S	Ele	Cha	U S L	Moto-M	—	—	—	Mur	Ind	In	*Troy	*Gla	Balc	Balc	Day	cLov
Buick 115	A C	—	Gro	Her	A C	Ex	A C	Cas	Fis	Fis	Duco	D-R	D-R	—	—	—	—	Buffalo	cLov
Buick 120	A C	—	Gro	Her	A C	Ex	A C	Cas	Fis	Fis	Duco	D-R	D-R	—	—	—	—	Buffalo	cLov
Buick 128	A C	—	Gro	Her	A C	Ex	A C	Cas	Fis	Fis	Duco	D-R	D-R	—	—	—	—	Buffalo	cLov
Cadillac	A C	Jag	Nag	D-R	A C	Ex	A C	Cas	Elg	Elg	Duco	Own	Hal	Trico	*Kel	USE	USE	Buffalo	cLov
Chandler 65 ...	Ste	—	Moto-M	Ele	A C	Pre	Moto-M	—	†GR	—	Own	Sto	Cor	—	—	Ster	Ster	K-H	*Lov
Chandler Big 6.	Ste	—	Moto-M	Ele	A C	Pre	Moto-M	—	GR	GR	Own	Cor	Cor	—	Per	Ster	Ster	K-H	*Lov
Chand. Royal 85	Ste	—	Moto-M	Ele	A C	Pre	Moto-M	—	GR	GR	Own	Cor	Cor	—	Per	Ster	Ster	K-H	*Lov
Chand. Royal 75	Ste	—	Moto-M	Ele	A C	Pre	Moto-M	—	GR	GR	Own	Cor	Cor	—	Per	Ster	Ster	K-H	Lov
Chevrolet AA...	A C	—	—	*Ign	A C	USL, Ex	—	—	Fis	—	Duco	D-R	—	—	Own	Own	Own	—	—
Chrysler 75	A C	—	Moto-M	Ele	Cha	Wil	—	—	G R	—	Duco	Hal	—	Kok	—	Ste	Ste	—	Lov
Chrysler 65	Ste	—	Moto-M	Sha	A C	Wil	Moto-M	—	Own	—	Duco	Hal	—	Kok	—	Ste	Ste	—	Lov
Chrysler 80	A C	Ster	Moto-M	Ele	Cha	Wil	Moto-M	Cas	Cas	Cas	DucoVal	Hal	—	Kok	Bov	Ste	Ste	Buffalo	Wat
Davis 99	Ste	—	Moto-M	Joh	A C	Wil	Moto-M	—	G R	G R	Duco	Cor	—	—	Per	Balc	Balc	—	cHex
Dodge Senior 6.	NE	Wl El	Moto-M	B&S	Cha	Wil	Moto-M	—	G R	ElG R	—	Cor Ind	Cor Ind	—	—	CG	CG	—	Lov
Dodge Victory 6.	N E	—	Moto-M	B&S	Cha	Wil	Moto-M	—	G R	G R	—	Cor Ind	Cor Ind	—	—	CG	CG	—	Lov
Dodge Std. 6 ..	N E	—	Moto-M	B&S	Cha	Wil	Moto-M	—	G R	G R	—	Cor Ind	Cor Ind	—	—	CG	CG	—	Lov
Durant Four ...	Ste	—	Roc	—	A C	U S L	—	—	—	—	VEP	Cor	—	†Kok	—	Bad	Bad	—	—
Durant 65	Ste	—	Nag	—	Cha	U S L	Safe T	—	—	—	VEP	Cor	—	Kok	—	Bad	Bad	†Yes	Gab
Durant 75	Ste	—	Nag	Sha	Cha	U S L	Safe T	—	—	—	VEP	Cor	—	—	—	†Bad	†Bad	†Yes	Lov
Durant 55	Ste	—	Roc	Sha	Cha	U S L	—	—	—	—	VEP	Cor	—	—	—	Bad	Bad	—	—
Elcar 6-70	Ste	—	Ster	Joh	A C	U S L	Moto-M	—	—	—	yMur	Bro	Hal	Yes	—	—	—	—	—
Elcar 8-78	Ste	—	Ster	Joh	A C	U S L	Moto-M	—	—	—	—	Bro	Hal	Yes	—	—	—	—	—
Elcar 8-82	Ste	—	Ster	Joh	A C	U S L	Moto-M	—	—	—	—	—	—	Yes	Yes	Yes	Yes	—	Lov
Elcar 8-91	Ste	Ster	Nag	Joh	A C	U S L	Moto-M	Yes	—	—	—	—	—	Yes	Yes	Yes	Yes	—	Lov
Elcar 8-92	Ste	Ster	Nag	Joh	A C	U S L	Moto-M	Yes	—	—	—	—	—	Yes	Yes	Yes	Yes	—	Lov
Erskine Six	Ste	—	K-S	Her	Cha	Wil	—	—	—	—	Gli	Yes	Yes	—	—	—	—	—	—
Essex Super 6..	Ste	—	K-S	Ele	A C	Ex	Moto-M	—	—	—	sDitz	J B	—	—	—	—	—	—	—
Falcon-Knight .	Ste	—	Nag	—	Cha	U S L	—	—	—	—	Mou	Rea	—	—	—	—	—	Buffalo	bHex
Ford A.	Ste	—	Own	Ele	Cha	Own	—	—	—	—	—	Yes	—	—	—	—	—	Own	cHou
Frank'n Air. Ltd.	N E	Jag	Nag	Ele	Cha	West	—	Cas	G R	G R	DucoVal	Bro	Bro	—	—	CG	CG	—	cWat
Gardner 130 ...	Ste	Phi	Moto-M	D-R	Cha	Pre	Moto-M	Con	G R	—	Lac	Cor	Cor	—	—	Balc	Balc	—	Lov
Gardner 195 ...	Ste	—	Moto-M	D-R	Cha	Pre	Moto-M	—	—	—	Lac	Cor	Cor	—	—	Balc	Balc	—	Lov
Gardner 120 ...	Ste	—	Moto-M	D-R	Cha	Pre	Moto-M	—	—	—	Lac	Cor	—	—	—	CG	CG	—	Lov
Graham-Pg 610.	N E	—	K-S	N E	Cha	Wil	Moto-M	Cun	—	—	Ditz	Cor	Cor	—	—	Ste	Ste	—	Hex
Graham-Pg 614.	N E	—	K-S	Her	Cha	Wil	Moto-M	Cun	—	—	Egyp	Cor	Cor	—	—	Ste	Ste	—	Has
Graham-Pg 619.	N E	†Ster	K-S	Her	Cha	Wil	Moto-M	Cun	†G R	†G R	Ditz	Cor	Cor	—	—	Ste	Ste	—	cWat
Graham-Pg 629.	N E	†Ster	K-S	Her	Cha	Wil	Moto-M	Cun	†G R	†G R	Ditz	Cor	Cor	—	—	Ste	Ste	—	Wat
Graham-Pg 835.	N E	†Ster	K-S	Her	Cha	Wil	Moto-M	Cun	†G R	†G R	Ditz	Cor	Cor	—	—	Ste	Ste	—	Wat
Hudson Super 6.	Ste	—	K-S	Ele	A C	Ex	Moto-M	—	Yes	Cas	sDuco	J B	—	—	—	—	—	Buffalo	Wat
Hupmob Ctry 6.	Ste	—	Ster	Clum	Cha	Wil	Moto-M*	—	—	—	DucoVal	Own	Hal	Ben	—	Al	Al	—	Gab
Hupmobile E-3..	Ste	Phi	Moto-M	Corb	Cha	Wil	Moto-M*	—	Yes	Yes	DucoVal	Own	—	Ben	—	CG	CG	—	cGab
Hupmob Ctry 8.	—	—	—	—	—	—	Moto-M*	—	G R	G R	DucoVal	—	—	—	—	—	—	—	—
Jordan RE	Ste	Ster	Nag	Her	Cha	Wil	Moto-M	—	Elg	Elg	sDucVal	Gui	Gui	A M	—	Bif	Bif	K-H	Hou
Jordan JE	Ste	Ster	Nag	Her	Cha	Wil	Moto-M	—	Elg	Elg	sDucVal	Gui	Gui	—	—	Bif	Bif	K-H	Hou
Kissel 6-73	A C	Yes	Gro	Ign	A C	Wil	A C	Yes	Yes	Yes	Duco	Sto	—	—	Per	Bad	Bad	—	Lov
Kissel 8-95	A C	Yes	Gro	Ign	A C	Wil	A C	Yes	Yes	Yes	Duco	Sto	—	—	Per	Bad	Bad	—	Lov
Kissel 8-126 ...	A C	Yes	Gro	Ign	A C	Wil	A C	Yes	Yes	Yes	Duco	Sto	—	—	Per	Bad	Bad	Day	Lov
LaSalle	A C	Jag	Nag	D-R	A C	Ex	A C	Cas	Elg	Elg	Duco	Own	Hal	Trico	*Kel	USE	USE	Buffalo	cLov
Lincoln 8	Wal	Wal	K-S	Yal	Cha	Ex	—	Cun	Cun	Cas	DucoVal	Own	Own	Own	—	Bif	Bif	Own	Hou
Locomobile 8-70.	Ste	Phi	Moto-M	—	Cha	U S L	Moto-M	Cas	—	G R	Duco	Hal	—	—	—	Buck	—	Day	cLov
Locomobile 8-80.	Ste	Phi	Moto-M	Joh	Cha	U S L	Moto-M	Cas	AWS	G R	Duco	Hal	—	—	—	Buck	—	Day	cLov
Locomobile 90 ..	Wal	Wal	U S	Yal	Cha	U S L	—	Met	G R	G R	Duco	Aga	—	—	—	Buck	—	—	cLov
Locomobile 48 ..	Wal	Wal	Bos	Yal	Cha	Pre	—	Met	G R	G R	Duco	Aga	—	—	—	Buck	—	—	cLov
Marmon 63	Ste	—	Moto-M	Blos	Cha	Pre	Moto-M	—	Elg	Elg	DucoVal	Hal	Hal	Per	—	Ste	Ste	Day	Lov
Marmon 73	Ste	Borg	Moto-M	Blos	Cha	Pre	Moto-M	Cas	Elg	Elg	DucoVal	Hal	Hal	Per	—	Ste	Ste	Day	Lov
Marmon 75	Wal	Wal	Nag	Tra-Ign	Cha	Pre	—	Cas	AWS	AWS	DucoVal	Hal	Hal	Per	—	CG	CG	Buffalo	Lov
McFarlan Str. 8.	Wal	Wal	Gro	D-R	A C	Wil	Moto-M	Cas	Elg	Cas	rDuco	Ind	Ind	Yes	Per	Bif	Bif	Buffalo	Wat
McFarlan TV ..	Wal	Wal	Gro	—	A C	—	Moto-M	Cas	Elg	Cas	rDuco	Ind	Ind	Yes	Per	Bif	Bif	Buffalo	Hou
Moon 6-68	Ste	—	Moto-M	Joh	Cha	U S L	—	—	—	—	sGli	—	—	—	—	—	—	—	aHar
Moon 6-62	Ste	—	Moto-M	Joh	Cha	U S L	—	—	—	—	sGli	Ind	—	Yes	—	Yes	Yes	—	aHar
Moon 6-72	Ste	—	Moto-M	Joh	Cha	U S L	Moto-M	—	—	—	sGli	Ind	—	—	—	Yes	Yes	—	aHar
Moon 8-75	Ste	Hun	Moto-M	Joh	Cha	U S L	Moto-M	Yes	G R	G R	sGli	Ind	—	Yes	Hill	Yes	Yes	—	aHar
Moon 8-80	Ste	—	Moto-M	Joh	Cha	U S L	Moto-M	—	—	—	sGli	Ind	—	—	—	Yes	Yes	—	Lov
Nash Adv. 6 ...	Ste	†GE	K-S	B & S	A C	Wil	Moto-M	Yes	†Yes	†Yes	xDuc	Yes	Hal	—	—	Bif	Bif	—	Hou
Nash Special 6 .	Ste	—	K-S	B & S	A C	U S L	Moto-M	—	G R	G R	xDuc	Yes	Hal	—	—	Bif	Bif	—	Lov
Nash Stand. 6 ..	A C	—	K-S	B & S	A C	U S L	Moto-M	—	—	—	xDuc	Yes	Bro	—	—	Bif	Bif	—	Lov

Warner Electric Brake to Decide On New Product

Beloit, Wis., Sept. 25.—Within two weeks directors of the Warner Electric Brake Corporation of this city will decide whether they will manufacture their new electric brakes for trailers, passenger cars, buses and airplanes here; whether they will employ some large corporation to make them for them, or whether they will sell them on a royalty basis to the automobile manufacturers.

The company is confident of the success of their product and are manufacturing twenty-five sets of brakes which will be completed within sixty days. Then they will be submitted to the manufacturers of six or seven of the leading American automobiles, including the Packard and Stutz companies. The new brake has a new type of brake lining which has the ability to withstand a temperature of 900 degrees and a pressure of 2,000 pounds to the square inch.

The brake lining used for the Warner electric brake for passenger car use is 125,000th of an inch thick. On a big Packard car this brake lining has been used in 21,000 miles of driving, much of it at high speed and the lining shows only 10,000th of an inch of wear.

Directors of the Warner Electric Brake Corporation are A. P. Warner, president of the corporation; C. H. Warner, vice-president; R. L. Pierce, Chicago, secretary-treasurer; Lawrence Warner, assistant secretary-treasurer; Kenyon Burch, Los Angeles; R. E. Freeman, Beloit and C. P. Parker, Chicago.

NEW INDUSTRY LOCATES

Waterloo, Ia., Sept. 25.—Waterloo has been definitely selected as the location for a new manufacturing institution with the leasing of a room at 95 5th St., East, by the Dains Manufacturing Company, maker of street traffic signals and automobile traffic warning signals.

SCRAP IRON AND STEEL MEN HEAR PLANS FOR BETTER CO-OPERATION

Newark, N. J., Sept. 25.—"We must get out of the class of junk men and into the class of business men to which we properly belong," declared Benjamin Schwartz, new leader, at a luncheon of north Jersey members of the Institute of Scrap Irion and Steel in the Newark Athletic Club yesterday afternoon. The organization is largely made up of men who salvage automobiles.

Mr. Schwartz, a Baltimore attorney, appointed director-general of the institute six weeks ago, is launching a campaign to bring about co-operation among American scarp iron dealers and between them and the consumers.

"The lack of respect of our profession both within and outside must be killed," he said, "and we must assume the proper dignity of a business amounting to $1,000,000,000 each year."

Mr. Schwartz outlined the present condition of the scrap iron business and explained the object of the institute is not to fight the mills and other consumers, but to form a basis of co-operation.

Michael Bonomo of Jersey City, director and member of the executive and arbitration committees of the institute, was chairman of the meeting. There were thirty scrap iron dealers present.

ANTI-THEFT DEVICE INVENTED BY A GERMAN

Special from A. D. N. Washington Bureau

Washington, Sept. 25.—A simple anti-theft device has been invented and patented by a German engineer by which the rear or front license number plates, or both, may be set in a vertical position after the car is parked. According to a report from the American consul at Cologne to the Department of Commerce, the mechanism of the invention is a kind of safety lock consisting of two parts, one of which is fastened to the car, while the other operates like a screw on the stationary part.

TO HANDLE BRAKE SERVICE

Clinton, N. J., Sept. 25.—The Brake Service and Equipment Corporation of Clifton has been formed for repairing brake linings. Morris J. Champin, Edwin Benson and John Forsates, Paterson, are the organizers.

VAN DORN TOOL CO. ANNOUNCES CHANGES IN ITS SALES FORCE

Cleveland, Sept. 25.—The following changes in sales organization are announced by the Van Dorn Electric Tool Company of Cleveland:—

E. J. Phillips, who has been selling Van Dorn products in Detroit, has gone to San Francisco to take over that territory for the Van Dorn Company. His place in Michigan will be filled by his brother, George Phillips.

J. F. Spaulding has been transferred to the Baltimore territory to fill the vacancy resulting from the transfer of Jack Beggs from Baltimore to the headquarters office in Cleveland.

INSTALLS NEW EQUIPMENT

Fort Worth, Tex., Sept. 25 (U. T. P. S.).—New "front end" equipment for straightening axles and realigning wheels has been installed by the Brake Service Company here. George Lupton is manager of the company.

HYGRADE LAMP ACQUIRES VOSBURGH MINIATURE CO.

Salem, Mass., Sept. 25.—Five million automobile miniature lamps, formerly made every year in New Jersey, will now figure as a New England product through the acquisition of the Vosburgh Miniature Lamp Company of Orange, N. J., by the Hygrade Lamp Company of this city. The latter operates under a license from the General Electric Company to use the latter's patents. This purchase will bring the Hygrade output up to 17,000,000 incandescent lamps a year, and make it the largest independent licensed manufacturer of such lamps or bulbs in the country. The machinery of the New Jersey factory will be moved to this city.

HANDLES GILLETTE TIRES

Springfield, Mass., Sept. 25.—The Worthy Tire Company at 444 Worthington St. has been appointed western Massachusetts distributors for Gillette tires with E. J. Malone heading the company. Mr. Malone has had much experience in the tire industry with both the Fisk and Firestone rubber companies: associated with him is his brother, L. V. Malone. The Worthy Tire Company will conduct retail and wholesale business in Gillette tires.

Passenger Car Equipment and Accessories

Name and Model	Speedometer	Clock	Fuel Gauge	Lock	Spark Plugs	Battery	Heat Indicator	Cig. Lighter	Smok. Set	Van. Set	Make of Body Finish Used	Stop Light	Parking Light	Windshield Wiper	Heater	Front Bumper	Rear Bumper	Wire Wheels*	Shock Absorber
Oakland All-Am	AC	—	K-S	D-R	AC	Wil	—	—	†Fis	†Fis	Duco	D-R	Ind	—	—	CG	CG	Buffalo	cLov
*Oldsmobile ...	AC	—	K-S	D-R	AC	Wil	AC	—	Tern	—	Duco	D-R	D-R	Trico	—	Yes	Yes	—§	cLov
Packard 526, 533	NE	Jag	K-S	—	Cha	Pre	Moto-M	Cas	Own	Cas	sVal	Own	Own	Yes	Own	Cen	Cas	—	Wa‡
Packard 443 ...	NE	Jag	K-S	—	Cha	Pre	Moto-M	Cas	Own	Cas	sVal	Own	Own	Yes	Own	Cen	Cas	—	Wa‡
Peerless 69	Wal	Wal	Gro	Yal	Cha	Ex	Moto-M	—	Elg	Elg	Val	Gui	Gui	Kok	—	Fed	Fed	—	Wa‡
Peerless 91	AC	Elg	Moto-M	Yal	Cha	Ex	Moto-M	—	G R	G R	Val	Gui	Gui	Kok	—	Bif	—	—	Lov
Peerless 60	Ste	—	Moto-M	Mil	Cha	U S L	Moto-M	—	G R	G R	Val	Gui	Gui	Kok	—	Bif	—	—	Gab
Peerless 80	AC	Elg	Moto-M	Mil	Cha	U S L	Moto-M	—	G R	G R	Val	Cor	Cor	Kok	—	Bif	—	—	Gab
Pierce-Arrow 36.	Wal	Wal	Roc	Yal	Cha	Wil	Moto-M	Cas	†AWS	†AWS	sDuco	Aga	Aga	—	—	Own	—	Buffalo	Hou
Pierce-Arrow 81.	Wal	Wal	Roc	Yal	Cha	Wil	Moto-M	Cas	†AWS	†AWS	sDuco	Aga	Aga	—	—	Own	—	Buffalo	Hou
Plymouth	Ste	—	Roc	Sha	AC	Wil	Moto-M	—	Own	—	Duco	Hal	—	—	—	—	—	—	—
Pontiac 6-28 ...	AC	—	K-S	D-R	AC	Pre	—	—	†Fis	†Fis	Duco	D-R	D-R	—	—	Ste	Ste	Buffalo	cLov
Reo Wolverine .	Ste	—	Moto-M	Ele	Cha	Wil	—	—	Yes	Yes	sDitz	Gui	Gui	—	—	CG	CG	—	a‡Lov
Reo Flying Cl'd.	Ste	—	K-S	Blos	Cha	Wil	AC	—	Yes	Yes	sDitz	Gui	Gui	—	—	CG	CG	—	cLov
Rolls R'ce S. Gh	Ste	Chel	—	Yal	Cha	Ex	Moto-M	Yes	Yes	Yes	Val	Own	Own	No	No	Own	Own	Buf'lo	**Own
Rolls-R'ce N. P.	Ste	Chel	—	Yal	Cha	Ex	Moto-M	Yes	Yes	Yes	Val	Own	Own	No	No	Own	Own	Buffalo	cOwn
Ste'rns-K.H. 8-90	Ste	Wal	Nag	Own	Cha	U S L	—	—	†Elg	†Elg	sVal	Hal	Gui	†Yes	—	Ste	Ste	Buffalo	cHou
Stearns-K.J 8-90	Ste	Wal	Nag	Own	Cha	U S L	—	—	†Elg	†Elg	sVal	Hal	Gui	†Yes	—	Ste	Ste	Buffalo	cHou
Studebak Dict..	Ste	—	K-S	Her	Cha	Wil	Moto-M	—	GR	—	Gli	Yes	Yes	—	—	—	—	—	cMon
Studebaker Com	Ste	—	K-S	Her	Cha	Wil	Moto-M	*Yes	GR	—	Gli	Yes	Yes	—	—	—	—	—	cMon
Studebaker Pres	Ste	Yes	Nag	Her	Cha	Wil	Moto-M	Yes	GR	Yes	Gli	Yes	Yes	—	—	—	—	—	cMon
Stutz BB	AC	N H	Gro	Mil	Cha	Pre	AC	Cas	Elg	Elg	Val	Bro	—	Kok	—	Buck	Buck	Buffalo	cLov
Velie 50	Ste	—	Nag	Ele	Cha	Pre	Moto-M	—	—	—	Ditz	Vict	—	—	—	CG	CG	Buffalo	Lov
Velie 66	Ste	—	Nag	Ele	Cha	Pre	Moto-M	—	—	—	Ditz	Vict	—	—	—	CG	CG	Buffalo	Lov
Velie 77	Ste	—	Nag	Ele	Cha	Pre	Moto-M	—	GR	—	Ditz	Vict	—	—	—	CG	CG	Buffalo	Lov
Velie 88	Ste	—	Nag	Ele	Cha	Pre	Moto-M	—	GR	—	Ditz	Vict	—	—	—	CG	CG	Buffalo	Lov
Whippet Mod 96	Ste	—	Nag	—	Cha	U S L	—	—	—	—	Mou	Ind	—	—	—	—	—	—	aGab
Whip. 6. Mod 98	Ste	—	Nag	—	Cha	U S L	—	—	—	—	Mou	Ind	—	—	—	—	—	—	aGab
Willys-K. Sta. 6	Ste	—	Nag	—	Cha	U S L	—	—	—	—	Mou	Ind	—	—	—	—	—	—	cGab
Willys-K. Spl. 6	Ste	—	K-S	—	Cha	U S L	Moto-M	—	G R	G R	Mou	Ind	—	—	—	—	—	—	cGab
Willys-K. Grt. 6	Ste	—	Nag	—	Cha	U S L	Moto-M	—	G R	G R	Mou	Ind	—	—	—	—	—	††Buf	cBosch

KEY TO ABBREVIATIONS USED IN THIS TABLE

GENERAL

*In addition to its regular line Oldsmobile also offers a de luxe line. De luxe equipment includes: Six wire wheels (with six tires and tubes), two wheels carried in front fender wells and securely locked in position, chromium-plated headlamps, four spring boots, folding trunk rack at rear and sheet metal (fenders, etc.) duoced in color on those models on which duoced sheet metal is more harmonious than is black enameled sheet metal.
*Moto Meter equipment supplied by the factory at dealer's option.
Z—Optional. †On some types.

SPEEDOMETER

AC—AC Spark Plug Co., Flint, Mich.
NE—North East Electric Co., Rochester.
Ste—Stewart-Warner Speedometer Corp., Chicago.
Wal—Waltham Watch Co., Waltham, Mass.

CLOCK

Chel—Chelsea Clock Co., Boston, Mass.
El or Elg—Elgin Clock Co., Elgin, Ill.
GE—General Electric Co., Schenectady.
Hun—Hunter; see Elg.
Jag—Jaeger Watch Co., New York city.
NH—New Haven. See Phi.
Phi—Phinney-Walker Co., New York city.
Ster—Sterling Electric Clock Corp., New York city.
Wl or Wal—Waltham Watch Co., Waltham, Mass.

FUEL GAUGE

Bos—Boston Auto Gage Co., Pittsfield, Mass.
Gro—Grolan Co., Dayton, O.
KS—King-Seeley Corp., Ann Arbor, Mich
Nag—Saf-T Stat Co., Brooklyn, N. Y., and Toledo, O.
Moto-M—Moto Meter Co., Inc., L. I. City, N. Y., and La Crosse, Wis.
Roc—Rochester Mfg. Co., Rochester, N. Y.
Ster—Sterling Electric Clock Corp., New York city.
US—U. S. Gauge Co., New York city.

LOCK

B&S—Briggs-Stratton Co., Milwaukee.
Blos—Blossom.
Clum—Clum Mfg. Co., Milwaukee, Wis.
Corb—Corbin Cabinet Clock Co., New Britain, Conn.
Ele—Mitchell Speciality Co., Holmesburg, Philadelphia.
D-R—Delco-Remy Corp., Anderson, Ind.
Her—Hershey Mfg. Co., Chicago.
Ign—Ignition.
Sar—Sargent & Co., New Haven, Conn.
Job—Johnson Automobile Lock Co., St. Louis, Mo.
Mil—Miller Lock Co., Philadelphia.
N. E.—North East Electric.
Sha—Shaler Lock Co., Milwaukee, Wis.
Tra—Transmission.
War—Warner Gear Co., Muncie, Ind.
Yal—Yale & Towne Mfg. Co., Stamford, Conn.
*Coincidental St. Gear & Ign.

SPARK PLUGS

AC—AC Spark Plug Co., Flint, Mich.
Cha—Champion Spark Plug Co., Toledo, O.

BATTERY

Ex—Electric Storage Battery Co., Philadelphia.
Pre—Prest-O-Lite Co., Indianapolis, Ind.
USL—U. S. L. Battery Corp., Niagara Falls, N. Y.
West—Westinghouse.
Wil—Willard Storage Battery Co., Cleveland, O.

HEAT INDICATOR

AC—AC Spark Plug Co., Flint, Mich.
Moto-M—Moto Meter Co., Inc., Long Island City, N. Y., and La Crosse, Wis.
Safe-T—Safe-T-Strat Co., Brooklyn, N. Y.

CIGAR LIGHTER

Cas—Connecticut Automotive Specialty Co., Bridgeport, Conn.
Cun—Cuno Engineering Corp., Meriden, Conn.
GRGR—Grand Rapids Metalcraft Corp., Grand Rapids, Mich.
Met—Metal Specialties Mfg. Co., Chicago.

SMOKING AND VANITY SETS

AWS—Art Metal Works, Newark, N. J.
Cas—Connecticut Automotive Specialty Co., Bridgeport, Conn.
Cun—Cuno Engineering Corp., Meriden, Conn.
El or Elg—Elgin Clock Co., Elgin, Ill.
Fis—Fisher Body Corp., Detroit.
GR—Grand Rapids Metalcraft Corp., Grand Rapids, Mich.
Tern—Ternstedt.

BODY FINISH

Arco—John L. Armitage & Co., Newark, N. J.
Ditz—Ditzler Color Co., Detroit, Mich.
Duco—E. I. du Pont de Nemours & Co., Philadelphia.
Egypt—Egyptian Lacquer Co.
Gil—Gidden Co., Cleveland, O.
Mou—Mountain Varnish & Color Works, Toledo, O.
Mu*—Murphy Varnish Co., Newark, N. J.
Shw—Sherwin-Williams Co., Cleveland, O.
Val—Valentine & Co., New York city.
VEP—V. E. P. Co., St. Louis, Mo.
r—Also Ditz.
s—Also other makes.
Var's—Various.
x—Also Pittsburgh Plate Glass Co., Milwaukee, Wis.
y—Also Wilhelm Co., Reading, Pa.

STOP AND PARKING LIGHTS

Aga—Federal Pressed Steel Co., Chicago.
Sto—Brown & Green Ignition Sales Co., New York city.
Cor—Corcoran Co., Cincinnati, O.
D-R—Delco-Remy Corp., Anderson, Ind.
Gui—Guide Motor Lamp Mfg. Co., Cleveland, O.
Hal—Hall Lamp Co., Cincinnati, O.
In'l—Indiana Lamp Corp., Connersville, Ind.
Rea—Appleton Electric Co., Chicago.
Sto—Stover Signal Engineering Co., Racine, Wis.
Viet—Cincinnati-Victor Co.
Jil—John Brown Lamp Co.

WINDSHIELD WINGS

Ben—Benzer Corp., Brooklyn, N. Y.
JH—Tonneau Shield Co., Inc., New York city.
John—Johnston Mfg. Co., Chicago.
Kok—Fulton Co., Milwaukee, Wis.
Per—Perfection Heater & Mfg. Co., Cleveland, O.

WIRE WHEELS

Day—Dayton Steel.
K-H—Kelsey-Hayes.
*Buffa'o—Wire Wheel Corporation of America, Buffalo, N. Y.
†On Durant lines Model 65 and 75 on cabriolet, roadsters and broughams.
††On Willys-Knight Foursome model only.
‡De luxe equipment on 5 body types announced Aug. 1.

HEATER

Gla—Gladiator Mfg. Co.
Hil—Hill Products Corp., Chicago.
Kel—Kelch; made by Roberts Brass Mfg. Co., Detroit, Mich.
Per—Eaton Axle & Spring Co., Cleveland, O.
Bov—Bovey Auto Heater Co., Chicago.
*Special equipment.

BUMPERS

Al—Alloy Steel Spring & Axle Co., Jackson, Mich.
Bad—Badger Mfg. Corp., Milwaukee.
Balc—Cincinnati Ball Crank Co., Cincinnati, O.
Ball—Automobile Equipment Mfg. Co., Chicago.
Bif—Biflex Corp., Waukegan, Wis.
Buck—See Cen.
Cen—Central Brass & Fixture Co., Springfield, O.
CG—CG Spring & Bumper Co., Detroit.
Eat—Eaton Axle & Spring Co., Cleveland.
Fed—Federal Pressed Steel Co., Chicago.
Ste—Sterling Spring Co., Cleveland, O.
USE—U. S. E. Corp., Long Island City.

SHOCK ABSORBERS

Bosch—American Bosch Magneto Corp., Springfield, Mass.
Gb or Gab—Gabriel Snubber Mfg. Co., Cleveland, O.
Har—Edward V. Hartford, Inc., Jersey City, N. J.
Has—Robert H. Hassler, Inc., Indianapolis, Ind.
Hx or Hex—Detroit Steel Products Co., Detroit, Mich.
H. or Hou—Houde Engineering Corp., Buffalo, N. Y.
Lov—Delco-Remy Corp., Anderson, Ind.
Mon—Monroe.
Wah—Wahl Co., Chicago.
Wat—John Warren Watson Co., Philadelphia.
Wee—American Chain Co., Bridgeport, Ct.
a—Front only.
b—Rear only.
c—Front and rear.
**Front, Lov. rear.

RADIATOR SHUTTERS

Oldsmobile own.

"Panels by MOTOMETER" are made with Oil Gauge Gas Gauge Ammeter and BOYCE MOTOMETER

22 leading makes of cars are factory equipped with "Panels by MOTOMETER", MOTOMETERS, or BOTH!

The MOTO METER COMPANY INC.
LONG ISLAND CITY, N.Y.
World leaders in the manufacture of dashboard panel equipment and motor heat indicators

BUDD WHEEL CO. HOST TO CREDIT GROUP OF WHEEL AND RIM MFRS.

Detroit, Sept. 25.—The Budd Wheel Company was host recently of the semi-annual credit meeting of the Wheel and Rim Manufacturers. Some twenty representatives were present of the different wheel manufacturers, including Budd, Firestone, Kelsey-Hayes, Motor Wheel, Cleveland Welding and United Motor Service.

The meeting was held at the Detroit Yacht Club, followed by a luncheon, after which the entire group was taken for a sail down the Detroit River to inspect the new bridge and then into Lake St. Clair, where time was allowed for swimming. This was followed by a chicken dinner on deck. These meetings are held every six months, the various companies involved taking turn as host.

INCREASES STORE SPACE

Hartford, Conn., Sept. 25.—The Universal Auto Company, exclusively Firestone, has increased its store space to handle double the stock now carried.

WORK STARTED ON NEW $900,000 NEWARK GARAGE

Newark, N. J., Sept. 25.—Although there is still doubt as to the height of the garage building to be erected at Washington and Warren Streets, the decision balancing between eight and fifteen stories contingent upon completion of financing arrangements, George H. Bell and others of the American Garage Corporation planning the structure have ordered clearance of the site. The garage corporation plans a development to cost in the neighborhood of $900,000.

PUBLIC SERVICE WILL BUILD $100,000 NEW JERSEY PLANT

New Brunswick, N. J., Sept. 25.—The Public Service has been granted a permit for the erection of a modern plant on Baldwin and Comstock Sts. at a cost of more than $100,000. The building will be erected by the Public Service Building Company. It will be used for office and storage purposes. The front of the building will be two stories in height and will house the offices of the company. The rear will be occupied for storage purposes. All the construction work of the company in this section will be directed from the offices in the new plant.

TEXAS CAR LAUNDRIES DO BIG BUSINESS IN PAINTING OF TIRES

Austin, Tex., Sept. 25.—To meet the increasing demand for tire painting in Texas many automobile laundry stations are installing tire painting departments. Until recently a painted tire was seldom seen in this part of the country, but now many car owners have their tires painted regularly when their cars are washed.

With the equipment now provided at many Texas car washing stations, the tires are painted and dried and ready for use as soon as the car can be washed and dried.

SECURES LARGER QUARTERS

Hartford, Conn., Sept. 25.—The Helm Tire Service Corporation, distributor of Hood tires, has secured larger quarters at 59 Edwards St. and will take possession October 15. The Hood Rubber Products Company of Watertown, Mass., will also occupy part of the building. The Helm organization features truck and passenger car tire service, brake lining and rims.

SERVICE STATION CHAIN TO HANDLE HOOD TIRES

Tacoma, Wash., Sept. 25.—Eugene Gauthier and Sumner Orr, Tacoma garage and service station operators, have added to their chain of service stations one at 203 Pioneer Way West, Puyallup, formerly operated by the Union Oil Company of California. All of the stations are being stocked with Hood tires, for which Gauthier & Orr have been named representatives in this territory.

LEASES THIRD STORE

Newark, N. J., Sept. 25.—Joseph A. Filbersteen, president of Read's, Inc., auto accessory dealer, with a store in Branford Place, this city, and in Plainfield, has leased from Charles H. Leonard, for a term of years, the store at 1176 Elizabeth Ave., Elizabeth, where he will open his third store.

GRANTED N. J. CHARTER

West New York, N. J., Sept. 25.—The Widmer Auto Parts Corporation of 525 Bergenline Ave., has been granted a state charter with capital stock authorized at $50,000. Crofford C. Hayes, West New York; Ernest J. Widmer, North Bergen, and B. Widmer, West New York, are the directors.

Brake Regulation Is Now Effective On Ontario Roads

Montreal, Sept. 25.—In accordance with an act passed at the last session of the Ontario Legislature, the Department of Highways issued regulations governing motor vehicle brakes.

The new regulations for purposes of enforcement divide vehicles into two classes. Weight and the use of which a car is put are the factors of classification.

In Class A, which includes all passenger cars and some trucks, foot brakes must stop the car within fifty feet at twenty miles an hour on a dry level road. Under the same conditions hand brakes must stop the car within seventy-five feet.

Class B includes vehicles over 6,000 pounds gross weight designed for transportation of goods and all cars not in Class A. Foot and hand brakes when applied simultaneously to this class of car must stop it within fifty feet or within seventy-five feet if applied separately.

The new regulations aim to unify brake regulations throughout the province, which at present vary greatly in different localities.

TWO SAVANNAH, GA., TIRE CONCERNS CONSOLIDATED

Savannah, Ga., Sept. 25.—The Cash Tire Company, 408 Broughton St., West, has consolidated with the Gilbert-Bryson Tire Company, Drayton and Charlton Streets, according to Alfred Courvoisie, manager. The store featured Oldfield tires and tubes, and also carried Courier and Airway tires, all built by Firestone.

The Gilbert-Bryson Tire Company is wholesale and retail warehouse for the complete Firestone line, including Firestone gum-dipped tires and arcular molded tubes. Mr. Courvoisie will be in charge of service at Gilbert-Bryson Tire Company.

MAJOR SPECIFICATIONS AND MECHANICAL DETAILS OF

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cylnds	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Wheel Base	Chassis Weight	Tire Sizes Front	Tire Sizes Rear
Acme 14	1	950	Con 8 T	6	4⅛x5¾	40.8	Ph	Til	Vac	Aut	M M	U	3	Sal 1595 E	St	18.73	Tr	R	120	2000	30x5	30x5
Acme 16	1	1015	Con H 8	4	3⅝x4¼	18.3	Ph	Til	Vac	Aut	M M	U	3	Sal 1595 E	St	18.73	Tr	R	120	2100	30x5	30x5
Acme 24	1½	1450	Con 20 L	6	2¾x4¾	18.2	Pw	Str	Vac	Aut	Br-L 31	U	3	Col 54010	St	28.8	R	R	136	3450	30x5	30x5
Acme 36	1½	2100	Con S 4	4	4¼x4½	28.9	Pb	Zen	Vac	Eis	Br-L 31	U	3	Tim 5620	St	30.8	R	R	136	3600	32x6	32x6
Acme 54	2½	2700	Con 8 R	6	3⅝x4½	27.3	Pw	Str	Vac	Eis	Br-L 35	U	4	Tim 65600	Wo	49.5	R	R	156	5100	S 34x5	S 34x10
Acme 56	2½	3230	Con S 4	4	4¼x4½	28.9	Pb	Str	Vac	Eis	Br-L 51	U	4	Tim 65600	Wo	41.5	R	R	165½	5100	S 34x5	S 34x10
Acme 74	3½	3800	Con 6 B	6	3¾x5	33.7	Pw	Str	Vac	Eis	Br-L 60-4	C	4	Tim 65704	Wo	45.5	R	R	173	6250	S 36x5	S 36x10
Acme 76	3½	4640	Con L 4	4	4½x5½	32.4	Pw	Str	Vac	Eis	Br-L 60-4	C	4	Tim 65704	Wo	41.5	R	R	179⅜	6450	S 36x5	S 36x10
Acme 104	5-6¼	5230	Con 8 T	6	4⅛x5¼	40.8	Pw	Str	Vac	Aut	Br-L 60-7	C	7	Tim 67600	Wo	95.0	R	R	180	8850	S 36x6	S 40x14
Acme 106	5-6¼	5730	Con B 7	4	5 x6	40.0	Pw	Str	Vac	Eis	Br-L 60-7	C	7	Tim 67600	Wo	95.0	R	R	180	8850	S 36x6	S 40x14
Am. La France Chief	1½-2	2850	Own 9 R	6	3¾x5	33.7	F P	Zen	Vac	Rem	Own	C	4	Own	Wo	31.2	4	R	156	5600	32x6	32x6 D
**Am. La France W	2½-3	3950	Own 2 R	4	4¼x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	D R	47.4	D	R	160	7200	S 36x5	S 36x5 D
Am. La France Y	3½	4950	Own 3 R	4	4¼x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	56.0	D	R	165	8800	S 36x6	S 36x6 D
Am. La France S	4-4½	5200	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	54.4	D	R	165	8900	S 36x6	S 36x6 D
Am. La France V	5	5500	Own 5 R	4	4⅜x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	54.4	D	R	165	9800	S 36x6	S 40x6 D
Am. La France Z	6½	5750	Own 5 R	4	4⅜x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	63.5	D	R	165	10000	S 36x7	S 40x7 D
Am. La France U	7½	6000	Own 5 R	4	4⅜x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	63.5	D	R	165	10500	S 36x7	S 40x8 D
Am. La France 14 R	5	6000	Own 14 R	4	4⅜x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	D R	34.3	D	R	226	9100	40x8	40x8 D
Am. La France 16 R	5	6500	Own 16 R	6	4½x6	105	P&S	Zen	Vac	A B	Own	C	4	Own	D R	32.8	4	R	226	10400	40x8	40x8 D
Autocar A	1½	2700	Own A	4	4¼x5½	28.9	C S	Str	Vac	L-N	Br-L	U	4	Tim 5623 Px	Sp	28.7	4	4	142	3900	32x6	32x6
Autocar A	2	3000	Own A	4	4¼x5½	28.9	C S	Str	Vac	L-N	Br-L	U	4	Tim 63100	Wo	33.4	4	4	142	4050	S 34x4	S 34x7
Autocar H †	2½	3750	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own Y	C	4	Own H	D R	56.3	R	R	114	5200	S 36x5	S 36x8
Autocar T	2½	4900	Own T	6	4¼x4¾	43.5	Pb	Str	Vac	A B	Own T	U	4	Own H	D R	40.2	R	D	177	6800	34x7	34x7 D
Autocar H †	3-3½	4100	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own J	C	4	Own M	D R	63.6	R	R	114	6000	S 34x5	S 36x10
Autocar H †	3-3½	4350	Own W	6	4 x4¾	38.4	Pb	Str	Vac-Gra	A B	Own T	U	4	Own J	D R	55.2	R	R	114	6200	S 34x5	S 36x10
Autocar M †	5	4650	Own M	4	4½x5½	32.4	C S	Str	Gra	A B	Own B	C	4	Own M	D R	72.1	R	R	120	7200	S 34x6	S 36x12
Autocar M	5	4950	Own T	6	4¼x4¾	43.5	Pb	Str	Vac	A B	Own	C	4	Own M	D R	72.1	R	D	162	7300	S 34x6	S 36x12
Brockway Junior	1	1195	Wis C	4	3⅜x5	22.5	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.27	4W	Tr	130	3100	30x5	30x6
Brockway E	1½	1765	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 30	U	3	Col 55001	Sp	21.0	4W	Tr	139½	3650	32x6	32x6
Brockway K*	3	3300	Con K	4	4½x5¼	27.2	Pw	Zen	Vac	Eis	Br-L 35	C	4	Tim 65600 D	Wo	41.5	R	R	154⅛	5855	S 36x5	S 36x10
Brockway R*	4	4200	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 66600	Wo	46.8	R	R	164	7890	S 36x5	S 36x12
Brockway T*	5-7	5200	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 68700	Wo	53.5	R	D	175	10065	S 36x6	S 40x14
Brockway K W	3	3950	Wis H	6	4 x5	38.2	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 6731	D R	33.7	R	D	170	6920	34x7	D 34x7
Brockway S Y	2½	2950	Wis Y	6	3⅜x5	27.3	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	D R	35.3	4Uh	Tr	151¾	4950	32x6	34x7
Brockway J F	1	1195	Wis F	6	3¼x4¼	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.3	4Uh	Tr	137	3450	30x5	32x6
Brockway E N	1½	1965	Wis N	6	3½x4¼	29.4	Pb	Zen	Vac	Aut	Br-L 30	U	3	Col 55001	Sp	20.9	4Uh	Tr	155	3840	32x6	32x6
Brockway S	2	2450	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	D R	38.79	R	Tr	150¼	5100	S 34x4	S 34x8
Brockway K R	3	3625	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 65700 S	Wo	36.38	R	R	160⅝	6290	S 36x5	S 36x10
Brockway C J B F	1½	1475	Wis F	6	3¼x4¼	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 54030	Sp	21.3	4Uh	Tr	149	3650	30x5	32x6
Chevrolet	½	395	Own	4	3⅛x4	21.7	C S	Car	Vac	Rem	Own	U	3	Own	Sp	13.87	4	R	107	1695	30x4.50	30x4.50
Chevrolet	1	495	Own	4	3⅛x4	21.7	C S	Car	Vac	Rem	Own	U	4	Own	Sp	33.47	4	R	124	2170	30x5	30x5
Day Elder M	1	1345	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Ful DU-10	U	3	Col 35000	B	23.89	R	R	131	3100	30x5	30x5
Day Elder G-6	1½	2050	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Ful DU-10	U	3	Tim 5620	B	29.30	R	R	144	3900	30x5	32x6
Day Elder H	2	2500	Buda WTU	4	3¾x5⅛	22.5	Pb	Zen	Vac	Rem	Ful SU-10	U	3	Tim 63702 D	Wo	30.64	R	R	144	4400	S 34x4	S 34x7
Day Elder HB-6	2	2500	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Ful SU-10	U	3	Tim 5620	B	27.32	R	R	144	4400	32x6	34x7
Day Elder I	2½	3300	Buda K B U	4	4 x5¼	25.6	Pb	Zen	Vac	Rem	Ful GU-12	U	4	Tim 65600 D	Wo	44.40	R	R	150	5700	S 36x4	S 36x8
Day Elder J-6	3	3900	Buda D W 6	6	3¾x5	33.7	Pb	Zen	Vac	Rem	Ful GU-12	U	4	Tim 65600 D	Wo	37.20	R	R	156	6500	36x6	36x6 D
Day Elder K	4	4475	Bud Y B U	4	4½x6	32.4	Pb	Zen	Vac	Eis	Ful R	C	4	Tim 66600 D	Wo	49.60	R	R	162	8500	S 36x5	S 36x12
Day Elder L	5-6	5050	Bud B B U	4	5 x6½	40.0	Pb	Zen	Vac	Eis	Ful H	C	4	Tim 67700 D	Wo	64.60	R	R	162	10000	S 36x6	S 40x7 D
Diamond T 150	1	1095	Con 18 E	6	3⅜x4	27.3	Pb	Zen	Gra	Aut	Cov	U	3	Col	Sp	18.6	4	D	127½	....	30x5	30x5
Diamond T 302	2	1650	Her W X B	6	3⅜x4½	33.7	Pb	Zen	Gra	Aut	Cov	U	4	Cla	Sp	33.1	4	D	157¾	....	32x6	32x6 D
Durant Com. Chassis	½	495	Con	4	3⅜x4¼	36.0	Pb	Til	Vac	Aut	Own	A	3	Own	Sp	16.16	4	4	107	1670	28x4.75	28x4.75
Ford A	1½	540	Own	4	3⅞x4¼	24.0	P&S	Zen	Gra	Own	Own	U	3	Own	Wo	*5.00	4	4	131½	....	30x5	32x6
F. W. D.—H	2	3300	Wis SU	4	4 x5	25.6	Pb	Zen	Vac	Eis	Cotta	C	4	Own	St	38.1	4	R	121	5300	34x7	34x7
F. W. D.—B	3	4200	Own	4	4¾x5½	36.1	Pb	Strom	Gra	Eis	Own	C	3	Own	St	35.6	4	R	124	6460	36x6 S	36x6 S
F. W. D.—B-5	3	4525	Own	4	4¾x5½	36.1	Pb	Strom	Gra	Eis	Own	C	5	Own	St	88.6	4	R	132	6800	36x6 S	36x6 S
F. W. D.—Util 6	3½	4575	Wak	6	4 x4¾	38.6	Pb	Zen	Vac	A B	Own	C	5	Own	St	88.6	4	R	148	7200	36x6 S	36x6 S
F. W. D.—M	H. D.	5000	Own	4	4¾x5½	36.1	Pb	Strom	Gra	Eis	Own	C	5	Own	St	88.6	4	R	124	7600	36x8 S	36x10 S
F. W. D.—M F	H. D.	5000	Own	4	4¾x5½	36.1	Pb	Strom	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7775	36x8 S	36x10 S
F. W. D.—H T	2	3900	Wis SU	4	4 x5	25.6	Pb	Zen	Vac	Eis	Br-L	C	7	Own	St	84.7	4	R	120	6000	36x8	36x8
F. W. D.—B T	3	4742	Own	4	4¾x5½	36.1	Pb	Strom	Vac	Eis	Own	C	5	Own	St	101.0	4	R	133¾	7700	40x7 S	40x5 S D
F. W. D.—Util 4	3	4575	Own	4	4¾x5½	36.1	Pb	Strom	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7000	36x6 S	36x6 S
F. W. D.—Six Wheeler	6	6500	Wak	6	4¼x4¾	43.35	Pb	Zen	Vac	AB	Own	C	5	Own	St	88.6	4	4	170	9500	36x8	36x8
Graham Bros Mer. Ex.	½	665	Dodge	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	15.2	4	D	110	1965	29.5.00	29.5.00
Graham Bros. DE	¾	775	Dodge	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	16.2	4	D	120	2510	31x5.25	31x5.25
Graham Bros. BE	1¼	995	Dodge	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Warner	U	4	Own	Sp	23.8	4	D	130	2920	30x5	30x5
Graham Bros. IE	1¼	1065	Dodge	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Warner	U	4	Own	Sp	23.8	4	D	140	2955	30x5	30x5
Graham Bros. ME	1¾	1345	Dodge	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	150	3695	32x6	32x6
Graham Bros. LE	1¾	1415	Dodge	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	165	3810	32x6	32x6
Graham Bros. ED	2	1445	Dodge	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	114	3725	32x6	34x7
Graham Bros. JE	21-Pas	1890	Dodge	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	165	4205	32x6	34x7
Graham Bros. YE	21-Pas	1820	Dodge	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	165	4045	32x6	34x7
Graham Bros. OE	2	1595	Dodge	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	150	3930	32x6	34x7
Graham Bros. TE	2	1665	Dodge	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	165	4070	32x6	34x7
Gramm 263-N	1-1¼	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1002	Sp	21.3	D	R	153	7100	S 36x5	S 36x10
Gramm 363-N	1½	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1002	Sp	21.3	D	R	153	7100	S 36x5	S 36x10
Gramm 463-N	2	1885	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1504	Sp	25.3	D	R	153	7600	S 36x5	S 36x12
Gramm 564-N	2½	2940	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Gra	Aut	Ful GU	U	3	Wis 6617	D R	25.4	D	R	153	7600	S 36x5	S 36x12
Gramm 35	3	4160	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	D	R	153	7600	S 36x5	S 36x12
Gramm 35	3	4160	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	D	R	153	8700	S 36x6	S 36x14
Gramm 38—Low Bed	3	4160	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	C	8	Wis 67310	D R	33.1	D	R	133	3840	32x6	34x7
Gramm 45	4	4735	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	D	R	150	4800	32x6	32x6 D
Gramm 45	4	4735	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	D	R	153	7100	S 36x5	S 36x10
Gramm 48—Low Bed	4	4735	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	4	Wis 1250	D R	34.2	D	R	133	3585	30x5	32x6
Gramm 60	5	5370	Her G	4	4¾x5¾	36.1	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	D	R	153	9700	S 36x6	S 36x14
Gramm 60	5	5370	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	8	Wis 1700	D R	133.4	D	R	153	9700	S 36x4	S 36x14
GMC T 11	½	585	Pontiac	6	3¼x3¾	25.35	Pb	Mar	P	Rem	Own	U	3	Own	Sp	19.92	4	R	110	1820	29x4.75B	29x4.75B
GMC T 19	1	745	Pontiac	6	3¼x3¾	25.35	Pb	Mar	P	Rem	Own	U	4	Own	Sp	37.33	4	R	126½	2525	30x5 P	30x5 P
GMC T 20A	1	1095	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	132	2900	30x5 P	30x5 P
GMC T 20B	1	1135	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	137¾	2915	30x5 P	30x5 P
GMC T 20C	1	1185	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	150	2945	30x5 P	30x5 P
GMC T 21A	1½	1185	Buick Std	6	3⅛x4½	23.4	P C	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	132¾	2935	32x6	32x6
GMC T 21B	1½	1185	Buick Std	6	3⅛x4½	23.4	P C	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	138½	2970	32x6	32x6
GMC T 21C	1½	1185	Buick Std	6	3⅛x4½	23.4	P C	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	150¾	3000	32x6	32x6
GMC T 40A	2	1950	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	136	4460	32x6 P	34x7 P
GMC T 40B	2	1950	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	150	4500	32x6 P	34x7 P
GMC T 40C	2	1950	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	162	4600	32x6 P	34x7 P
GMC T 40D	2	2020	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	175	4640	32x6 P	34x7 P
GMC T 40E	2	2030	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	188	4700	32x6 P	34x7 P
GMC T 50T	2	2110	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	123	4845	34x4 S	34x7 S
GMC T 50A	2	2050	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	136	4890	34x4 S	34x7 S
GMC T 50B	2	2050	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	150	4900	34x4 S	34x7 S
GMC T 50C	2	2050	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	162	4995	34x4 S	34x7 S
GMC T 50D	2	2120	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	175	5040	34x4 S	34x7 S
GMC T 50E	2	2130	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	188	5100	34x4 S	34x7 S
GMC K 54T	2½	3850	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	133½	6740	36x5 S	36x10 S
GMC K 54A	2½	3850	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	151	6800	36x5 S	36x10 S
GMC K 54B	2½	3850	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	163	6840	36x5 S	36x10 S
GMC K 54E	2½	3850	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.9	R	R	176	6865	36x5 S	36x10 S
GMC K 54C	2½	3950	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	191	6900	36x5 S	36x10 S
GMC K 56T	3	3990	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	133½	6890	36x5 S	36x12 S

1928 COMMERCIAL CARS BUILT IN THE UNITED STATES

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cylnds	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Wheel Base	Chassis Weight	Tire Sizes Front	Tire Sizes Rear
GMC K 56A	3	3990	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	151	6950	36x5 S	36x12 S
GMC K 56B	3	3990	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	163	6990	36x5 S	36x12 S
GMC K 56E	3	3990	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	176	7015	36x5 S	36x12 S
GMC K 56C	3	4090	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	191	7050	36x5 S	36x12 S
GMC K 72A	3½	4690	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 66601	Wo	75.5	R	R	160	8148	36x5 S	40x12 S
GMC K 72B	3½	4700	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 66601	Wo	75.5	R	R	184	8280	36x5 S	40x12 S
GMC K 102A	5	5220	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 67700	Wo	86.3	R	R	160	9245	36x6 S	40x14 S
GMC K 102B	5	5320	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 67700	Wo	86.3	R	R	184	9325	36x6 S	40x14 S
Indiana 126	3	3495	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br 55-7	C	7	Tim 65704 S P	Wo	80.7	R	Js	162½	7400	36x5 S	36x10 X
Int Harvester Sp. Del.	¾	695	Wak X A	4	3½x4½	19.6	Pb	Zen	Gra	Rem	Mec	U	3	Eat	Sp	15.1	R	R	116	2000	30x5.25	30x5.25 P
Int. Harv. 6 Spd. Spec.	1	795	Wak X A	4	3½x4½	19.6	Pb	Zen	Gra	Rem	Mec	U	3	Eat	Sp	*52.6	R	D	124	2275	30x5	30x5 P
Int. Harvester S-24	1¼	1135	Lyc C T	4	3¾x5	22.5	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	21.3	R	R	130	3025	32x4½	32x4½
Int. Harvester S-26	1¼	1285	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	21.3	R	R	130	3090	32x4½	32x4½
Int. Harvester SF-34	1½	1425	Lyc C T	4	3¾x5	22.5	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	22.6	R	R	140	3272	30x5	30x5 P
Int. Harvester SF-36	1½	1575	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	22.6	R	R	140	3367	30x5	30x5 P
Int. Harvester SL-34	1½	1525	Lyc C T	4	3¾x5	22.5	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	22.6	R	R	160	3340	30x5	30x5
Int. Harvester SL-36	1½	1675	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	22.6	R	R	160	3405	30x5	30x5
Int. Harvester SD-44	2	1565	Lyc C T	4	3¾x5	22.5	Pb	Zen	Gra	Rem	Own	U	4	Eat	Sp	40.6	R	R	117	3270	30x5	32x6
Int. Harvester SD-46	2	1715	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	4	Eat	Sp	40.6	R	R	117	3335	30x5	32x6
Int. Harvester SF-46	2	1925	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	4	Eat	Sp	40.5	R	R	140	4000	32x6	34x7
Int. Harvester 54-C	2½	3200	Own	4	4¼x5	28.9	C S	Zen	Gra	R-B	Own	U	4	Own	Ch	51.8	R	D	140	6400	36x5	36x10
Int. Harvester 54	2½	3550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat	D R	53.7	R	D	140	6345	36x5	36x8
Int. Harvester 74-C	3½	4550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own	Ch	*86.0	R	D	154	8715	36x6	40x12
Int. Harvester 74	3½	4550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat	D R	61.6	R	D	160	8175	36x6	40x12
Int. Harvester 104-C	5	4800	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own	Ch	86.0	R	D	154	8890	36x6	40x14
Larrabee A3	1	1350	Con 12 C	6	3¼x4⅝	25.3	Pb	Zen	Gra	Rem	Br-L	U	3	Cal	Sp	—	R	D	133	——	30x5	30x5
Larrab X21	1½	1910	Con 8 R	6	3⅜x4½	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Tim	Sp	—	R	R	138	4024	32x6	32x6
Larrabee X33	2	2050	Con 8 R	6	3⅜x4½	27.3	Pb	Zen	Gra	Rem	Br-L 35	U	4	Tim	Sp	—	R	R	160	3550	32x6	32x6
Larrabee XH 16	2½	3300	Con 6 B	6	3¾x5	33.7	Pb	Zen	Gra	Rem	Br-L 35	U	4	Tim	Wo	—	R	R	156	5400	32x6	32x6 D
Larrabee XH 25	3	3300	Con 6 B	6	3¾x5	33.7	Pb	Zen	Gra	Rem	BrL	U	4	Tim	Wo	—	R	R	173	5700	32x6	32x6 D
Larrabee XH 32	3	3785	Con 6 B	6	3¾x5	33.7	Pb	Zen	Gra	Rem	Own	U	4	Wisc	Dr	—	R	R	190	——	32x6	32x6 D
Mack A B	1½	3000	Own	4	4 x5	25.6	S P	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	146½	5350	36x4	36x3½ D
Mack A B	1½	3450	Own	4	4 x5	25.6	S P	Str	Gra	Spf	Own	U	4	Own	D R	36.8	R	D	or	5650	36x4	36x6
Mack A B	2	3300	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	164½	5450	36x4	36x3½ D
Mack A B	2	3750	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	D R	36.8	R	D	on all	5800	36x4	36x6
Mack A B	2½	3400	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	Ch	43.02	D	R	these	5500	36x4	36x4 D
Mack A B	2½	3850	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	Js	4	Own	D R	44.9	R	D	models	5950	36x4	36x8
Mack A C	3½	4950	Own	4	5 x6	40.0	S P	Str	Gra	Spf	Own	Js	4	Own	Ch	48.37	Js	R	156	9100	36x5	40x5, 40x10 S
Mack A C	5	5500	Own	4	5 x6	40.0	S P	Str	Gra	Spf	Own	Js	4	Own	Ch	53.31	Js	R	168 or	9550	36x6	40x6 D
Mack A C	7½	6000	Own	4	5 x6	40.0	S P	Str	Gra	Spf	Br-L 35	U	4	Own	Ch	67.38	Js	R	180	10050	36x7	40x7 D
Moreland R R-6	1½-2	1850	Con 16-C	6	3⅜x4⅜	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 5622 H	St	32.95	4	D	158½	3800	32x6	32x6
Moreland B-6	2-2½	2200	Con 16-C	6	3⅜x4⅜	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 63721 H	Wo	34.8	4	D	158½	4200	36x4 S	36x6 S
Moreland E-6	2½-3	3700	Her U X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	4	Tim 65000 H	Wo	34.8	4	D	178	6000	34x7	34x7 D
Moreland Ex. 6	3½-4	3750	Her U X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	5	Tim 65704 S	Wo	46.0	4	D	178	6500	36x5 S	36x10 S
Moreland H-6	5	4990	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 55	C	7	Tim 66702 W	Wo	82.3	4	D	192	8000	36x6 S	36x12 S
*Moreland H D-6	6	5725	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 60	C	7	Own	Wo	80.6	4	D	192	9500	36x6 S	36x8
Moreland S D-6	10	6950	Con 16-T	6	4¼x5¼	43.3	Pb	Strom	P	Aut	Br-L 60	C	7	Own	Wo	88.6	4	D	192	10800	36x7 S	36x10 S
Moreland T D-6	10	8600	Con 15-H	6	4½x5¾	48.6	Pb	Strom	P	Aut	Br-L 70	C	7	Own	Wo	97.13	4	D	221	11500	36x7 S	36x10
Fleet Arrow F A 1	1½-2	2450	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	3.33	4	Tr	140	3950	32x6.00	34x7
Fleet Arrow F A 2	1½-2	2500	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	3.33	4	Tr	160	3975	32x6.00	34x7
Fleet Arrow F A 3	1½-2	2550	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	C	7	Own	Sp	3.33	4	Tr	180	3985	32x6.00	34x7
Pierce-Arrow F A-1	1½-2	2450	Own	6	3½x5	29.4	Pw	Str	P F	Del	Own	U	3	Tim	St	63.7	4	Tr	140	4100	32x6	34x7
Pierce-Arrow F A-2	1½-2	2500	Own	6	3½x5	29.4	Pw	Str	P F	Del	Own	U	3	Tim	St	63.7	4	Tr	160	4150	32x6	34x7
Pierce-Arrow F A-3	1½-2	2550	Own	6	3½x5	29.4	Pw	Str	P F	Del	Own	U	3	Tim	St	63.7	4	Tr	180	4200	32x6	34x7
Pierce-Arrow F A-1	1½-2	2600	Own	6	3½x5	29.4	Pw	Str	P F	Del	Own	U	3	Tim	St	63.7	4	Tr	140	4155	32x6	32x6 D
Pierce-Arrow F A-2	1½-2	2650	Own	6	3½x5	29.4	Pw	Str	P F	Del	Own	U	3	Tim	St	63.7	4	Tr	160	4205	32x6	32x6 D
Pierce-Arrow F A-3	1½-2	2700	Own	6	3½x5	29.4	Pw	Str	P F	Del	Own	U	3	Tim	St	63.7	4	Tr	180	4255	32x6	32x6 D
Pierce-Arrow X A-1	2	3500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	44.2	D	R	150	6500	36x4 *	36x5 D S
Pierce-Arrow X A-2	2	3550	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	44.2	D	R	162	6550	36x4 *	36x5 D S
Pierce-Arrow X A-3	2	3600	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	44.2	D	R	180	6600	36x4 *	36x5 D S
Pierce-Arrow X B-1	3	3750	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	48.1	D	R	150	6700	36x5 *	36x5 D S
Pierce-Arrow X B-2	3	3800	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	48.1	D	R	162	6800	36x5 *	36x5 D S
Pierce-Arrow X B-3	3	3750	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	48.1	D	R	150	6850	36x5 *	36x5 D S
Pierce-Arrow H B-1	5	4500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	7	Own	Wo	95.0	D	R	156	8100	36x5 *	36x6 D S
Pierce-Arrow H B-2	5	4550	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	7	Own	Wo	95.0	D	R	180	8200	36x5 *	36x6 D S
Pierce-Arrow H B-3	5	4600	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	7	Own	Wo	95.0	D	R	198	8300	36x5 *	36x6 D S
Pierce-Arrow W C-1	4	5100	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4**	Own	Wo	41.5	D	R	162	8490	36x5 *	36x6 D S
Pierce-Arrow W C-2	4	5150	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4**	Own	Wo	41.5	D	R	180	8550	36x5 *	36x6 D S
Pierce-Arrow W C-3	4	5250	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4**	Own	Wo	41.5	D	R	198	8590	36x5 *	36x6 D S
Pierce-Arrow R D-1	5	5400	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4**	Own	Wo	40.5	D	R	162	8750	36x6 *	36x7 D S
Pierce-Arrow R D-2	5	5450	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4**	Own	Wo	40.5	D	R	180	9200	36x6 *	36x7 D S
Pierce-Arrow R D-3	5	5500	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4**	Own	Wo	40.5	D	R	198	9300	36x6 *	36x7 D S
Pierce-Arrow R D-4	5	5550	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4**	Own	Wo	40.5	D	R	204	9400	36x6 *	36x7 D S
Pierce-Arrow R F-1	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4**	Own	Wo	51.9	D	R	168	9450	36x6 *	40x8 D S
Pierce-Arrow R F-2	7½	5650	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4**	Own	Wo	51.9	D	R	204	10020	36x6 *	40x8 D S
Pierce-Arrow R F-T	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4**	Own	Wo	51.9	D	R	132	9900	36x6	36x8 D S
Pierce-Arrow Y	3	5850	Own	6	4 x5½	38.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	32.1	D	R	196	6300	36x6	36x6 D
Pierce-Arrow Z	3	6000	Own	6	4 x5½	38.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	32.1	D	R	220	6700	36x6	36x6 D
Reo Speedwagon Jr.	½	895	Con	6	3⅛x4	27.3	Pb	Sch	Vac	N E	W G	U	3	Sal	Sp	14.63	4	Tr	115	....	28x5.25B	28x5.25B
Reo Speedwagon Ton'r	1	995	Con	6	3⅛x4	27.3	Pb	Sch	Vac	N E	W G	U	3	Own	Sp	18.478	4	Tr	123	....	30x5	30x5
Reo General Utility	1½	1345	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	N E	Own	U	3	Own	Sp	22.96	4	Tr	143	....	32x6	32x6
Reo St'd Speedwagon	1½	1245	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	N E	Own	U	3	Own	Sp	22.96	4	Tr	133	....	32x6	32x6
Reo Mast. Speedwagon	2	1545	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	N E	W G	U	4	Own	Sp	37.62	4	Tr	148	....	30x5	30x5 D
Reo H. D. Speedwagon	3	1985	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	N E	W G	U	4	Own	Sp	41.05	4	Tr	159	....	32x6	32x6 D
Republic 75	1¼	1485	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	Sp	21.3	R	R	124	3000	30x5	30x5
Republic 76	1½	1640	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	Sp	21.3	R	R	145½	3350	30x5	32x6
Republic 15	2	2545	Con J 4	4	3¾x5	22.5	Pw	Zen	Vac	A B	Ful	U	3	Eat	Ig	28.8	D	R	153	4200	S 34x4	S 34x7
Republic 15 W	2	2545	Wak V	4	4 x5	25.6	Pw	Zen	Vac	A B	Ful	U	3	Eat	Ig	28.8	D	R	153	4200	S 34x5	S 34x7
Republic 50	2	2295	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Ful	U	3	Eat	Sp	25.5	D	R	154	4100	30x5	30x5 D
Republic 60	2½	2850	Lyc T F	6	3⅝x5	31.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	Sp	22.0	D	R	163	4600	32x6	32x6 D
Republic 25	3	3190	Con K 4	4	4⅛x5¼	27.2	Pw	Zen	Vac	Bos	Ful	U	4	Eat	Ig	40.3	D	R	165	5800	S 36x5	S 36x10
Republic 25 W	3	3190	Wak C U	4	4⅜x5¾	30.6	Pb	Zen	Vac	Bos	Ful	U	4	Eat	Ig	40.3	D	R	165	5800	S 36x5	S 36x10
Republic 30	4½	4185	Con L 4	4	4½x5½	32.4	Pw	Zen	Vac	Bos	Ful	U	4	Eat	Ig	49.2	D	R	170	6700	S 36x5	S 36x12
Republic 30 W	4½	4185	Wak C U	4	4⅜x5¾	30.6	Pb	Zen	Vac	Bos	Ful	U	4	Eat	Ig	49.2	D	R	170	6700	S 36x5	S 36x12
Republic 35	5	5145	Wak D U	4	4½x6¼	32.4	Pb	Str	Vac	Bos	Ful	C	8	Eat	Ig	95.5	D	R	170	7600	S36x6	S 36x14
Rugby Fast Mail Panel	¾	975	Con	6	2⅞x4¾	47.0	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.79	4	4	110	2325f	29x5	29x5
Rugby Express	1¼	975	Con	6	2¾x4¾	40.0	Pb	Til	Vac	Aut	Own	A	4	Own	Sp	22.4	4	4	128	2530	30x5	30x5
Ruggles 18	1¼	1388	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Rem	Br-L 20B	U	3	Co 3400	St	15.7	R	R	134	3000	30x5	30x5
Ruggles 18	1¼	1495	Lyc S G	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Br-L 20B	U	3	Co 3400	St	15.7	R	R	134	3000	30x5	30x5
Ruggles 22	1½	2045	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Rem	Br-L 31	U	3	Col 5300	St	24.5	R	R	152	3600	32x6	32x6
Ruggles 30	1½	2047	Lyc 4 S G	6	3¼x4½	25.3	Pb	Str	Vac	Rem	Br-L 31	U	3	Eat 1504	St	29.7	R	R	160	4250	32x6	32x6 D
Ruggles 22 H	2	2345	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Rem	Br-L 35	U	4	Wis 4600	D R	29.4	R	R	152	3900	32x6	34x7
Ruggles 25	2	2662	Lyc T F	6	3⅝x5	31.5	Pb	Zen	Vac	Rem	Br-L 35	U	4	Wis 4600	D R	29.4	R	R	158	4000	32x6	34x7
Ruggles 42	2½	2565	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	A B	Br-L 35	U	4	Wis 6600 B	D R	37.4	R	R	152	4300	34x4 S	34x8 S
Ruggles 45	3	3195	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	A B	Br-L 35	U	4	Wis 8800 B	D R	42.0	R	R	148	5200	36x5 S	36x10 S
Selden 17	1½	1446	Con 18 E	6	3⅜x4	27	Pb	Zen	Vac	Aut	W G	U	3	Col	St	Opt.	4	D	142	3750	30x5	30x5
Selden 37 C	2½	1750	Con 15 C	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	4	Cla 506	St	Opt.	R	R	151	4600	30x5	30x5 D
Selden 47	3-4	3600	Con 6 B	6	3¾x5	33.75	Pw	Str	Vac	Aut	Br L	U	4	Cla 720	St	Opt.	R	R	165	5550	32x6	32x6 D
Selden 67	4	4800	Con 8 T	6	4⅞x5¼	40.84	Pw	Str	Vac	Aut	Br L	A	7	Wis	D R	Opt.	R	R	165	8550	34x7	38x9

*Pneumatic tires special equipment. **7 speed transmission special equipment.

(KEY TO ABBREVIATIONS AND TABLE CONTINUED ON NEXT PAGE)

WE could build more, but not better axles than our present

CLARK AXLES

Production demands of the larger passenger vehicle and truck manufacturers have increased our axle production schedules steadily. This marks an ever-growing appreciation of the standard to which we build.

The same precision of design and workmanship produces

CLARK METAL WHEELS

with Strength of Steel.

Manufactured by

CLARK EQUIPMENT COMPANY

Buchanan Michigan

RANGE OF AUTOMOTIVE STOCKS

NEW YORK STOCK EXCHANGE

Previous. 1928 High	Previous. 1928 Low	Previous. 1928 Div.		Sales	High	Low	Close	Net Change
63	11	....	Advance Rumely	1,600	63⅛	60⅝	62⅛	+ 3
67½	34¼	....	do pf	4,800	66⅞	65	66	+ 1
14⅜	7½	....	Ajax Rubber	2,300	8⅝	8⅛	....	....
141⅜	115⅛	....	Allis-Chalmers	200	132¾	132¾	132¾	— 2
41	15⅜	....	Am. Bosch Magneto...	1,000	36⅜	35⅝	35⅝	+ ⅝
105	98¼	7	Am. Chain pf.....	200	99	98	98	— ¼
7⅞	5¼	....	Am.-La France	200	6	6	6	....
56⅝	21½	....	Briggs Mfg. Co.....	161,500	57¼	54½	57	+ 2
65¼	45½	3	Brockway Motor	1,600	64⅝	63¾	64	....
13½	5⅛	....	Chandler Motor	11,100	12⅞	11½	12⅞	+ 1⅜
25⅝	14	....	do pf	17,000	23⅞	23¼	23⅞	+ ⅝
111¾	54¾	3	Chrysler Corp.	127,500	113¼	109¼	113¼	+ 3¼
20	10	.80	Continental Motors ...	7,800	16⅝	16	16⅜	— ⅛
24⅛	12	....	Dodge Bros. A.....	1,100	22¼	21¾	22⅛	+ ⅝
111	63½	7	Dodge Bros. pf.....	600	111	109¾	111	+ ⅛
62¼	26	2	Eaton Axle & Spring..	18,500	63⅜	61⅝	62⅞	+ 1⅜
114⅜	60	4	Electric Auto-Lite	15,500	114⅝	111¾	112¾	— ⅝
91¼	69	5	Electric Stor. Battery.	3,000	87½	86	86⅜	....
9⅛	2⅞	....	Emerson-Brant	100	4	4	4	....
25⅞	16⅝	.80	Federal Motors	1,000	20⅝	20	20	— ⅝
17¾	8⅞	....	Fisk Rubber	2,000	11¼	10⅞	11¼	+ ⅛
91½	58½	7	do 1st pf.....	100	62½	62½	62½	+ ⅛
28½	15	....	Gabriel Snubber	1,000	23½	23¼	23¼	— ⅛
16¾	7¼	....	Gardner Motor	1,000	12⅞	12¼	12⅝	— ⅝
218¾	130	5	General Motors	137,200	215½	212¼	213⅜	....
127½	123½	7	do pf	1,500	125	124¾	124¾	— ¼
30	20⅝	....	Glidden Co.	6,500	27	26⅛	26⅜	+ ⅛
99¾	68½	4	Goodrich Co.	6,500	85	82	84	+ 2
115⅝	109½	7	do pf	400	110⅛	110	110	....
72½	45⅛	....	Goodyear T. & R.....	28,700	74	68½	73⅜	+ 5¼
99½	92⅛	7	do pf	900	98½	98	98½	+ ½
53⅝	16⅝	....	Graham-Paige Motor..	55,300	55⅝	52¼	54⅞	+ 2⅝
99⅞	75	5	Hudson Motor Car....	110,200	90¼	85⅝	90	+ 3¼
76	29	2	Hupp Motor Car.....	30,200	75½	74⅛	74⅝	— ⅛
21⅜	8¼	....	Intercon. Rubber	200	9⅞	9⅞	9⅞	+ ⅛
303¼	224⅜	....	International Harvester	200	295	294	295	....
121⅞	93⅜	3.20	do pf	8,600	110⅝	107¼	110⅝	+ 2¼
152¼	96¼	3	Johns-Manville	2,500	146¼	143½	145½	+ ½
15⅛	8⅛	....	Jordan Motor Car.....	600	10½	9⅜	10	+ ⅝
27⅜	15	....	Kelly-Springfield	5,600	23⅝	22¼	22⅜	+ ⅝
80	58	....	do 6s pf.....	200	71	71	71	+ 1
49⅜	22½	2	Kelsey-Hayes Wheel ..	41,000	51⅞	48½	49½	+ ¼
24½	17¼	....	Lee Rubber & Tire....	2,100	19¼	19	19	— ⅛
107⅞	83	....	Mack Trucks	7,600	94⅜	92½	94¼	+ 2½
67	45¼	2	Marlin Rockwell	300	62⅞	62⅛	62⅞	+ ⅝
25⅝	12⅜	....	Martin Parry	2,000	22⅝	22	22⅜	+ ⅛
41	25¼	....	Mengel	1,200	38	37⅝	37⅝	— ⅜
27	18½	....	Miller Rubber	400	23½	23	23½	+ ⅜
11½	5⅝	....	Moon Motors	400	7	6⅜	6⅞	+ ⅛
34⅜	13	....	Moto Meter A.....	300	22½	21½	22½	+ 1
176	94	2	Motor Products	2,200	193	176	191¼	+ 16¼
50⅝	25⅝	2	Motor Wheel Corp....	1,400	47⅜	46½	47	+ ½
94⅜	69¼	....	Mullins Mfg.	2,800	88⅜	85¼	88¾	+ 2¾
89	31½	....	Murray Corp.	25,100	94½	91	92¾	+ 4⅝
101⅜	80¼	4	Nash Motors	6,000	95½	90¼	94⅛	+ ⅛
7½	2½	....	Norwalk T. & R.....	600	5½	5⅜	5⅜	....
15¼	9⅞	....	Omnibus Corp.	300	11¼	10⅞	10⅞	— ⅛
92⅜	56¼	3	Packard Motor Car...	70,600	94½	90½	94⅛	+ 2⅜
25⅞	14¼	....	Peerless Motor Car...	900	17⅞	17⅝	17¾	+ ⅜
27⅝	24½	....	Pierce-Arrow	1,300	27	26⅞	27	+ ⅛
71	66⅞	....	do pf	300	70½	70	70½	+ ⅛
34½	22¼	.80	Reo Motors	29,700	33½	32¼	33½	+ ⅛
14⅞	8¼	....	Reynolds Spring	600	10⅞	10⅜	10⅝	— ⅛
44½	23½	....	Spicer Mfg. Co.....	3,200	43⅞	42⅝	42⅝	— ⅝
107⅞	77¼	6	Stewart-Warner Speed.	3,600	104½	102½	104	+ ⅞
74¾	44	2	Stromberg Carburetor..	200	55¼	54	54	— 1⅞
84	57	5	Studebaker Co.	15,400	81⅞	80⅝	81½	....
145	112⅝	4	Timken Roller Bear...	51,400	144	140⅜	142¾	+ 1⅜
44⅞	37⅝	2.50	Trico	2,100	42⅞	41½	41½	— 1¼
62¼	27	....	U. S. Rubber.....	5,700	39⅜	38¼	38⅝	+ ⅜
109⅝	55	....	do 1st pf.....	1,200	69⅞	68	69½	+ 2½
113¾	88⅛	4	Westinghouse A. B....	6,500	109⅝	108½	109⅜	+ ⅛
43¾	30¼	1	White Motors	1,600	38	37½	38	....
28⅝	17⅜	1.20	Willys-Overland	134,800	28½	26½	28½	+ 2⅛
84½	65	4	Yale & Towne.....	100	66	66	66	+ ⅝
42⅜	27⅝	....	Yellow Truck & Coach.	21,500	39¼	38	39	+ ⅝

NEW YORK CURB MARKET

Sales.		High.	Low.	Last.	Net ch'ge.
600	Auburn Auto.	85⅓	85	85	—1⅓
100	Bohn Alum...	74	74	74	— ⅛
400	Budd Mach...	28¼	27¾	27¾	— ¾
100	Caterpillar T.	82	82	82	+ 1
14500	Checkercab ..	58½	57⅞	58⅜	+ 1⅝
6500	Doehler D. C.	46⅞	44	46	+ ¾
700	Dupont Motor	5⅝	5½	5⅝	+ ⅛
1100	Durant Motor	14⅞	14½	14½	....
300	Ev. Au. Ld. A	47¾	47	47	— ½
400	Fageol Motor.	5	5	5	....
5200	Fiat	4½	3¾	4⅛	+ ⅜
200	Firestone ...	177½	177	177	— ½
190	Ford Canada.	610	602	603	+ 1
50	Galesburg ..	83	83	83	+ 2¾
9400	Hall Lamp...	27	24¾	25⅞	+ 1½
200	Marmon Mot.	50½	50⅛	50⅛	— ⅛
100	Pitts. Pl. Gl.	147	147	147	+ 2
2600	Raybestos ...	60¼	57⅛	57½	—4½
600	Rep. M.T.ctfs	2	1⅞	1⅞	— ⅛
200	Ross Gear....	41⅞	41⅞	41⅞	+ ⅛
1400	Seiberling ...	52¼	51¾	52	+ ¾
6800	Serv-el Inc...	13⅛	13⅛	13⅛	+ ⅛
3600	Sparks With.	141½	132	138	+ 5¾
2300	Stutz Motor..	25½	22⅞	23⅞	—1½
10500	Tim. Det. Ax.	23½	22⅝	23¼	+ ½
100	Triplex	57½	57½	57½	— ½
300	Watson, J.W.	6½	6½	6½	+ ¼
600	West Auto...	62⅞	61½	61½	—1¼

CHICAGO

Sales		High	Low	Last
100	Acme Steel	107½	107½	107½
350	Auburn Auto	86½	85½	85½
350	Baldwin Rub A..	25½	25⅛	25⅛
400	Bastian Blessing..	40⅝	40	40
3000	Bendix Corp B....	160	158	160
13500	Borg-Warner	108⅝	106¼	107
50	do 7s pf.....	102½	102½	102½
300	Chi Yellow Cab..	35½	35	35
600	Galesburg	82	81	81
200	Henney Motor ...	28½	28¼	28½
50	do pf	49¼	49¼	49¼
150	McQuay Norris ..	52	52	52
100	Midland Steel pf.	103	103	103
1770	Mohawk Rubber..	221	211	220
1550	Perfect Cel	40⅝	39½	40
1800	Pines W F A....	143	140½	143
1150	Ross Gear	41	40	40½

DETROIT

1125	Baldwin Rubber..	27½	26¾	27½
400	Bohn Alum	74½	74	74
200	C G Spring	8⅞	8⅞	8⅞
200	Federal Mo Truck	20	19⅞	19⅞
32	Ford of Canada..	606	600	600
875	Frost	13½	13⅛	13½
225	Graham-Paige ...	55	55	55
18520	Hall Lamp	26¾	24½	25
3735	Hayes	52¼	51½	52¼
870	Lakey	33½	33	33
100	Oakes B	70¾	70¾	70¾
3315	Packard	93¾	91½	93½
200	Reo	33	33	33
3090	Timken	23½	22¼	23½
10	Truscon pf	104	104	104
2165	Young	52½	51	52½

CLEVELAND

140	Aetna	23	22½	23
54	Firestone	178½	178	178½
60	do 7s pf.....	108	108	108
25	General Tire pf..	96½	96¼	96¼
57	Glidden Pr pf....	104	104	104
1197	India Tire	55	52	52
10	Jaeger Mach	38½	38½	38½
5	Jordan pf	30	30	30
15	Miller Rubber pf.	83½	83½	83½
20	Mohawk Rubber..	215	215	215
25	Packer Corp	36	36	36
1638	Seiberling Rubber.	52½	51⅝	52⅝
50	F B Stearns.....	5	5	5

(The above tables show Monday's automotive stock movement, complete.)

Major Specifications and Mechanical Details of 1928 Commercial Car Built in the United States

(CONTINUED FROM PRECEDING PAGE)

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cylinds	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Wheel Base	Chassis Weight	Tire Sizes Front	Tire Sizes Rear
Selden 77	5–7	5500	Con 8 T	6	4⅛x5¼	40.84	Pw	Str	Vac	Aut	Br L	A	7	Wis	D R	Opt.	R	R	211	8700	36x8	36x6 S D
Selden 2 X	2	2775	Con C 15	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	4	Wis	D R	Opt.	R	R	120	4400	34x5	34x5 D
Selden 4	4	3795	Con 6 B	6	3½x5	33.75	Pw	Str	Vac	Aut	Br L	U	4	Wis	D R	Opt.	R	R	130	5760	34x7	34x7 D
Selden 22	21 P.	2750	Con C 15	6	3⅜x4⅝	27	Pw	Str	Vac	N E	Br L	U	4	Cla 501	St	Opt.	R	R	184	4400	32x6	32x6
Selden 42	25-F.	3900	Con 6 B	6	3¾x5	33.75	Pw	Str	Vac	N E	Br L	U	4	Cla 720	St	Opt.	R	R	210	5890	32x6	32x6 D
Standard 2½ K	2½-3½	3200	Con K-4	4	4⅛x5¼	27.2	Pb	Str	Vac	Aut	Br-L 35	A	4	Tim 65600	Sp Wo		34.8	R	D	147	5400	36x5 S	36x8 S
Standard 3½ K	3½–5	4350	Con L-4	4	4½x5½	32.4	Pb	Str	Vac	Aut	Br-L 55	A	4	Tim 66700	Sp Wo		83	R	D	160	7485	36x5 S	36x12 S
Standard 5 K	5–7	5250	Con B-5	4	4¾x6	36.1	Pb	Str	Vac	Aut	Br-L 60	A	7	Tim 68700	Sp Wo		83.6	R	D	164	8700	36x6 S	40x14 S
Stewart Buddy	¾	895	Lyc	6	2⅞x4¾	19.8	Pb	Str	Gra	Rem	W-G	U	3	Sal	St		30.0	R	D	118	2350	30x5	30x5
Stewart Buddy	1	985	Lyc	6	2⅞x4¾	19.8	Pb	Str	Vac	Rem	W-G	U	3	Sal	St		30.0	4	D	128	2773	30x5	30x5
Stewart 16	1¼	1295	Lyc C T	4	3¾x5	22.5	Pb	Str	Vac	Rem	Ful	U	3	Cla	St		24.0	4	D	130	3050	32x6	32x6
Stewart 16 X	1¼	1295	Lyc	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	3	Cla	St		24.0	4	D	130	3148	32x6	32x6
Stewart 24	1½	1645	Lyc C T	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	3	Cla	St		27.3	4	D	145	3740	30x5	30x5 D
Stewart 21 X	1½	1645	Lyc S	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	3	Cla	St		27.3	4	D	145	3838	30x5	30x5 D
Stewart 25	2	1975	Lyc C T	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	3	Tim	St		27.3	4	D	145	3960	32x6	34x7
Stewart 25 X	2	1975	Lyc S	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	3	Tim	St		27.3	4	D	145	4058	32x6	34x7
Stewart 18 X	2½	2490	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo		29.0	4	D	165	4860	32x6	32x6 D
Stewart 19 X	3	3490	Lyc	6	3⅞x5	36.2	Pw	Strom	Vac	Remy	Ful	U	4	Tim	Wo		34.8	4	D	165	6385	36x5 S	36x10 S
Stewart 22	4	4200	Lyc	6	3⅞x5	36.2	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo		80.75	R	D	165	7224	36x5 S	36x12 S
Stewart 25 W	2	2095	Lyc	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	4	Tim	Wo		29.0	4	D	145	4100	32x6	34x7
Stewart 25 X W	2	2095	Lyc	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo		29.0	4	D	145	4158	32x6	34x7
Studebaker GE-B	¾	925	Own	6	3⅜x4½	27.3	P C	Ball	P	Rem	Own	U	3	Own	S B		14.9	4	Js	113	2590	32x6 B	32x6 B
Studebaker GD-N	1	1075	Own	6	3⅜x4½	27.3	P C	Str	P	Rem	Own	U	3	Own	Sp		13.7	4	J	140	....	30x5	30x5
Studebaker "75" Jr.	2½	2410	Own	6	3⅞x5	36.0	P C	Ball	P	Rem	Ful	U	3	Eat	S B		19.8	4	Js	158	4504	32x6.75B	32x6.75B
Studebaker "76" Spec.	3	2775	Own	6	3⅞x5	36.0	P C	Str	P	Rem	Ful	U	3	Eat	S B		19.8	4	Js	184	4765	32x6.75B	32x6.75B
Studebaker "75" H. D.	3½	3275	Own	6	3⅞x5	36.0	P C	Ball	P	Rem	Ful	U	4	Eat	S B		24.6	4	Js	184	5290	34x7.50B	34x7.50B
Stud. Ersk. Mod. 52-B	½	675	Con 9 F	6	2¾x4½	18	P C	Sch	Vac	Rem	W-G	U	3	Tim	S B		15.6	4	Js	109	....	30x5.00	30x5.00
Velie 33	¾	1165	Own 56	6	3 3/16x4¼	24.5	Pw	Strom	Vac	Aut	War-G	U	3	Own ½	Sp		4.9	4	Tr	112	2352	30x5.25	30x5.25
Velie 40	1½	1595	Own 40	6	3 1/16x4⅝	24.4	Pw	Strom	Vac	Remy	War-G	U	3	Col ½	Sp		17.8	4	Tr	148	4198	32x6.75	34x7
Victor 25	1½	1490	Cont	6	2⅞x4¾	19.8	Pb	Zen	Vac	Rem	Cov	U	3	Tim	Sp		18.1	4	D	131	3000	30x5	30x5
a-Victor 41	2	2300	Cont	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Cov	U	4	Tim	Sp		40.1	4	D	154	3400	32x6	34x7
a-Victor 71	3–3½	4085	Her	4	4¼x5¾	28.9	Pb	Zen	Gra	Rem	Cov	U	4	Tim	Wo		—	R	R	162	5800	36x6	36x6 D
Victor 80	4–4½	4755	Her	6	4 x5¾	38.2	Pb	Zen	Vac	—	Cov	U&C	9	Wis	D R		—	R	R	160	7000	36x5 S	36x12 S
Victor 80	4–4½	4605	Her	4	4½x5¾	32.4	Pb	Zen	Vac	—	Cov	U&C	9	Wis	D R		—	R	R	160	7000	36x5 S	36x12 S
Whippett 96	⅜	370	Own 96	4	3⅛x4⅜	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp		16.84	4	R	100¼	1469	28x4.75	28x4.75
White 15 B	1	1545	Own GKA	4	3¾x5⅛	22.5	G S	Zen	Vac	LN	Own	C	4	Own	Sp		18.6	R	R	133½	3242	30x5	30x5
White 57	1¼	2725	Own GRC	4	4 x5¾	25.6	P W	Zen	Vac	LN	Own	U	4	Own	Sp		19.3	R	R	146	3774	32x6	32x6
White 20-A	1½	2125	Own GKA	4	3¾x5⅛	22.5	G S	Zen	Vac	LN	Own	C	4	Own	D R		32.1	R	R	145½	4412	34x5	34x5 D P
White 56	2	3125	Own GRC	4	4 x5¾	25.6	P W	Zen	Vac	Mag	Own	U	4	Own	Sp		26.1	R	D	165	5157	36x4 S	36x7 S
White 51-A	2½	3750	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp		35.5	R	D	170	6256	36x5 S	36x8 S
White 55	3½	4650	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Ig		50.4	D	R	174	8402	36x5 S	40x5 S D
White 52-T	3½	4700	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Ig		58.4	D	R	129½	8126	36x5 S	40x5 S D
White 52	5	5100	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	5	Own	Ig		91.9	D	R	174	9184	36x6 S	40x12 S
White 58	3	4400	Own GRB	4	4¼x5¾	28.9	P W	Zen	Vac	Mag	Own	U	4	Own	IG		49.5	D	A	180	7400	36x5 S	36x5 S D
†White 50B 25-29 Pass.		5350	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	D R		19.3	R†	D	198	6494	34x7	34x7 D
†White 53 18-21 Pass.		4250	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp		18.1	R	D	180	6000	34x7.50B	34x7.50DB
†White 54 25-29 Pass.		7500	Own 1A1	6	4⅜x5¾	45.9	Pw	Zen	Aut-P	LN	Own	U	4	Own	Sp		23.0	4†	D	227	7915	38x9.00B	38x9.00DB
Willys-Knight T-100	1	1095	Own K G T	6	2 1/8x3⅞	20.7	Pb	Til	Vac	Aut	Own	U	3	Tim 5260	Sp		26.03	4	R	130	2700	30x5	30x5
Willys-Knight 15	1½	1545	Own K G T	6	2 1/8x4⅜	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp		24.3	4	R	134	3300	30x5	32x6
Willys-Knight 16	1½	1595	Own K G T	6	2 1/8x4⅜	20.7	Pb	Til	Vac	Aut	Ful DU	U	3	Eat 1002	Sp		24.3	4	R	151	3400	30x5	32x6
Willys-Knight 20	2	1945	Own K G T	6	3¼x4¾	27.34	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	St		26.81	4	R	150	3800	32x6	34x7
Willys-Knight 21	2	1995	Own K G T	6	3⅜x4¾	27.34	Pw	Til	Vac	Aut	Ful DU	U	3	Eat 1504	Sp		26.81	4	R	164	3900	32x6	34x7
Willys-Knight 25	2½	2545	Own K G T	6	3⅜x4¾	27.34	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R		30.38	4	R	150	4920	32x6	32x6 D
Willys-Knight 26	2½	2595	Own K G T	6	3⅜x4¾	27.34	Pw	Til	Vac	Aut	Ful GU	U	4	Wis 6617-B	D R		30.38	4	R	164	5020	32x6	32x6 D

KEY TO ABBREVIATIONS IN TABLE

Note: Capacity of less than one ton stated in pounds; chassis weight stated in pounds. Wheel bases given are standard, but in many cases optional lengths are available. Tires, where not otherwise indicated, are pneumatic.

†These models on the Autocar line are with engine under seat, short wheel base type, or in convention position under hood.

ENGINE—Bud, Buda; Con, Continental; Her, Hercules; Kst, Knight; Lyc, Lycoming; Wak, Waukesha; Wis, Wisconsin.

LUBRICATION — Pb, pressure lubrication to main and connecting rod bearings; Pw, full pressure lubrication to all bearings including wrist-pins; P&S, pressure with splash; CS, circulating splash.

CARBURETOR—Car, Carter; Hol, Holley; Joh, Johnson; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; Stw, Detroit lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, Gravity; Pre, Pressure; Vac, Vacuum tank; P, Fuel pump; Auto-P, Auto pulse.

IGNITION—AB, American-Bosch; Aut, Electric Auto-Lite; Apo, Apollo; Del, Dayton Engine Laboratory; Eis, Eisemann; L-N, Leece-Neville; N-E, North East; RB, Robert Bosch; Rem, Delco-Remy; Spf, Splitdorf.

TRANSMISSION — Br L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G, Warner Gear.

LOCATION—C, Center, Amid; U, in unit with engine.

REAR AXLE—Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Sal, Salisbury; Tim, Timken; Wis, Wisconsin. *On International Harvester Models 79-C and 104-C both have two speed axles with ratios of 62.1-1 and 86-1.

FINAL DRIVE—St, Straight bevel; Sp, Spiral Bevel; Wo, Worm; DR, Double Reduction; Ch, Chain; IG, Internal Gear.

BRAKES—Js, Jackshaft; R, Rear wheels; D, Drive Shaft; 4, Four-wheel; Tr, Transmission, exact location not given.

*On White bus models equipped with Booster Brakes.

TIRES—B, Balloon; D, Dual; S, Solid.

SPECIAL NOTATIONS

*—Also made with 7-speed transmission.

†White bus models are supplied in optional wheel base with solid tires if desired.

**—Chassis also available with worm-driven axle.

*Six Cylinder Wak Motor at extra cost.

†Ford line: Rear axle ratios of 5.17 to 1 and 7.25 to 1 are optional.

‡—Two-speed axle.

F—Panel body.

t—Tractor.

a—Note on Victor line: Model 41 may be had also with 4-cyl. Hercules engine, 4x5 rated 25.6-H.P. Model 71 is available with Continental engine 6-cyl. 3¾x4½, rated 33.7-H.P., or Continental 6-cyl. engine 3¾x5, rated 33.7-H.P.

A.E.R.A. Accepts Motor Bus As Part of Trolley Service

(Continued from page 1)

private automobiles during the last ten years was made by R. P. Stevens, president of the American Electric Railway Association, at the opening business session of the convention.

"The motor bus, which was considered a threat against the electric railways a few years ago, has now been accepted as a component part of our service," Stevens declared. "It is recognized as an important factor in metropolitan street transportation service. It is of use mainly as a feeder and for cross-town purposes."

"There no longer exists a serious question regarding the replacement of electric cars with buses," Stevens continued. "What abandonments of electric properties have occurred during the last few years have been in small communities, where it is questionable whether any form of public transportation can exist."

Stevens told the delegates that the electric traction industry is about to meet the automobile on its own ground.

"We are developing equipment for this purpose which in comfort and refinement meets the competition of the individual automobile," he said. This challenge is believed to be the keynote of the convention, now that the industry has developed new electric vehicles which are expected to be able to match the private automobile and motor bus in facility of handling and quick getaway in traffic.

Two new examples of this new type of vehicle went on display yesterday as the exposition got under way. One was a Birney type car, very similar to the much discussed Twin Coach Corporation "motor coach" street car.

It is manufactured by the St. Louis Car Company, one of the Stone & Webster management systems. The other was a coach also similar to the twin coach bus, but intended only for operation on rails. It was introduced by the Versare Corporation, Albany, N. Y. At the same time the association's executive committee made it plain that it would support to the full proposed Federal legislation looking toward government regulation of motor buses engaged in interstate traffic.

"The committee pointed out that forty-three states already have enacted laws for the regulation of motor buses engaged in intra state traffic as common carriers, through public service commissions.

Street traffic problems as created by the vast urban motor traffic were attacked by several speakers. Henry I. Harriman, president of the Boston Chamber of Commerce, and chairman of the Boston metropolitan planning board, urged rapid building of subways by cities as the way for transportation companies to avoid crowded streets.

Blanket prohibition of parking as a cure for traffic congestion was opposed by F. H. Caley, secretary of the Cleveland Automobile Club. "The answer to this problem is scientific correlation of the basic rights belonging to every one concerned," he said. "Adequate short haul transportation by street car, bus or rapid transit should be provided so that the motorist may find it convenient to park his car outside the congested area. Caley's views clashed with those of Lucius B. Storrs, managing director of the association. Storrs told delegates that elimination of parking in downtown areas and widening of streets were necessary, immediate steps to be taken as a means of continuing the street railway transportation business as a private industry.

Monday was the first full opening day of the Motor Coach Show at public auditorium annex and the 10,000 delegates to the convention freed from convention sessions yesterday afternoon thronged the hall.

Full recognition of the motor coach as a component factor in electric railway operation is likely to speed up sales at this year's show. This is the first time that the bus has been taken in on an even footing. In other years it was tolerated as a necessity, though old-time traction men frowned upon the new development. Bus salesmen are confident the change of attitude will reflect itself on sales.

One interesting sidelight on the motor coach show is the fact that probably double the number of bus line operators, independent of electric railway management, are here as guests of the convention to study the new developments in motor coach design.

In fact these bus line operators are the direct competitors of the electric railways, even in cases where the railways are operating interurban bus routes of their own. But, quick to see the importance of the motor coach show as indicating the trend in bus operation by the railway interests, the bus operators are here from all parts of the United States; many of them, too, are registered from Canada and Mexico.

Among the first sales reported thus far during the show were several by the White Motor Company. It developed for one thing that the de luxe type Pullman of the highways, busy with Bender body on a Big Six White chassis, and equipped with toilet, wash stand and radio, is for the greyhound lines. The route to which it is to be assigned is not yet selected.

A fleet of ten de luxe Pullman white buses is for delivery to the Central Public Service Company, Chicago, for service between Huntington, W. Va., and Columbus, O. Five city-type twenty-nine-passenger buses, also Bender bodies on white chassis, are for the Byllesby organization's Wisconsin Public Service Company.

Another fleet of 29-36-passenger coaches are for the East Coast Coach Company. This is controlled by John Wade, who claims to have built the first passenger bus.

Bay State Court To Decide Rates

(Continued from Page 1)

missioner to promulgate rates for the year 1929 which shall be "fair, reasonable and adequate," and to prevent the use for the year 1929 of the rates in force for 1928. Practically all the mutual and stock companies writing this class of business in the state are backing the suits.

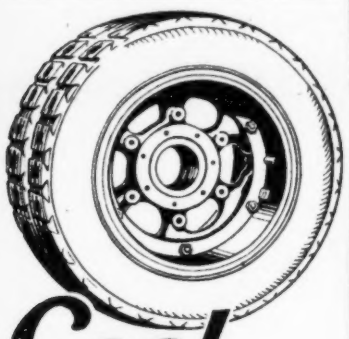
Three actions have been filed in the clerk's office of the Supreme Judicial Court for the county of Suffolk. One is a bill in equity asking for an injunction; another is a petition for a writ of mandamus to compel the commissioner to file in his office classification of rates for insurance policies for automobile coverage; and the third is a bill in the nature of a review.

It is claimed by the insurance companies that the acts of 1925, chapters 345 and 346, and the acts of 1928, chapter 381, are unconstitutional, in so far as they purport to continue for 1929 the classifications and charges fixed and established by the commissioner for 1928 only, without further order or memorandum, as provided by the law. It is also claimed that they are void as well as unconstitutional, in that they contain no provision for a judicial review of classifications and charges so fixed and established.

Several concerns having fleets of trucks and taxicabs have on the other hand filed petitions seeking a review of the rates which were offered by Monk shortly before he resigned, but which he did not put into effect.

GRAHAM BROTHERS TRUCK SHIPMENTS SET RECORD

Detroit, Sept. 25.—Shipments of Graham Brothers trucks from Dodge Brothers' factories, in August set a new record for any month in 1928, exceeding July by 10 per cent. and were 60 per cent. over August, 1927. The figures represent the combined shipments of the plants in Detroit, Toronto, Evansville and Stockton, Cal., the latter plant reporting the best month in history.



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The arch enemy of tires is heat. A tire unprotected against the destructive heat generated by the friction of brakes and road cannot give the maximum mileage built into it by the tire manufacturer.

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Heavy-duty trucks and giant buses on Dayton Duals get 20,000 miles and over to the set of tires. The patented Dayton construction with hollow spokes and felloes, supplying utmost air circulation, is the secret of how Daytons give greatest tire mileage.

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Selling a car powered by this superior engine gives Willys-Knight dealers a big advantage over competition.

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Produced in *America's most modern automobile plant..*

WITH bodies by Fisher—with mechanical advancements representing the discoveries of General Motors Research Laboratories and General Motors Proving Ground—with ever-growing reputations for value leadership in their respective fields—

—Oakland All-American Sixes and Pontiac Sixes enjoy the additional advantage of being produced in America's newest, most modern automobile plant.

To Oakland-Pontiac dealers the benefits of Oakland's unmatched manufacturing facilities are two-fold. The super-precision construction of these two great cars is proving an important factor in retail sales. And the flexible production facilities made possible by the new Oakland factories enable dealers to get all the cars they can sell without running the risk of overloading their own stocks.

America's most modern automobile plant is only one of a dozen features which are attracting dealers in all parts of the United States to the Oakland-Pontiac Double-Profit Franchise. Why not learn for yourself all about this money-making dealer agreement? Why not write for full information to Dept. G today?

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Faster Production
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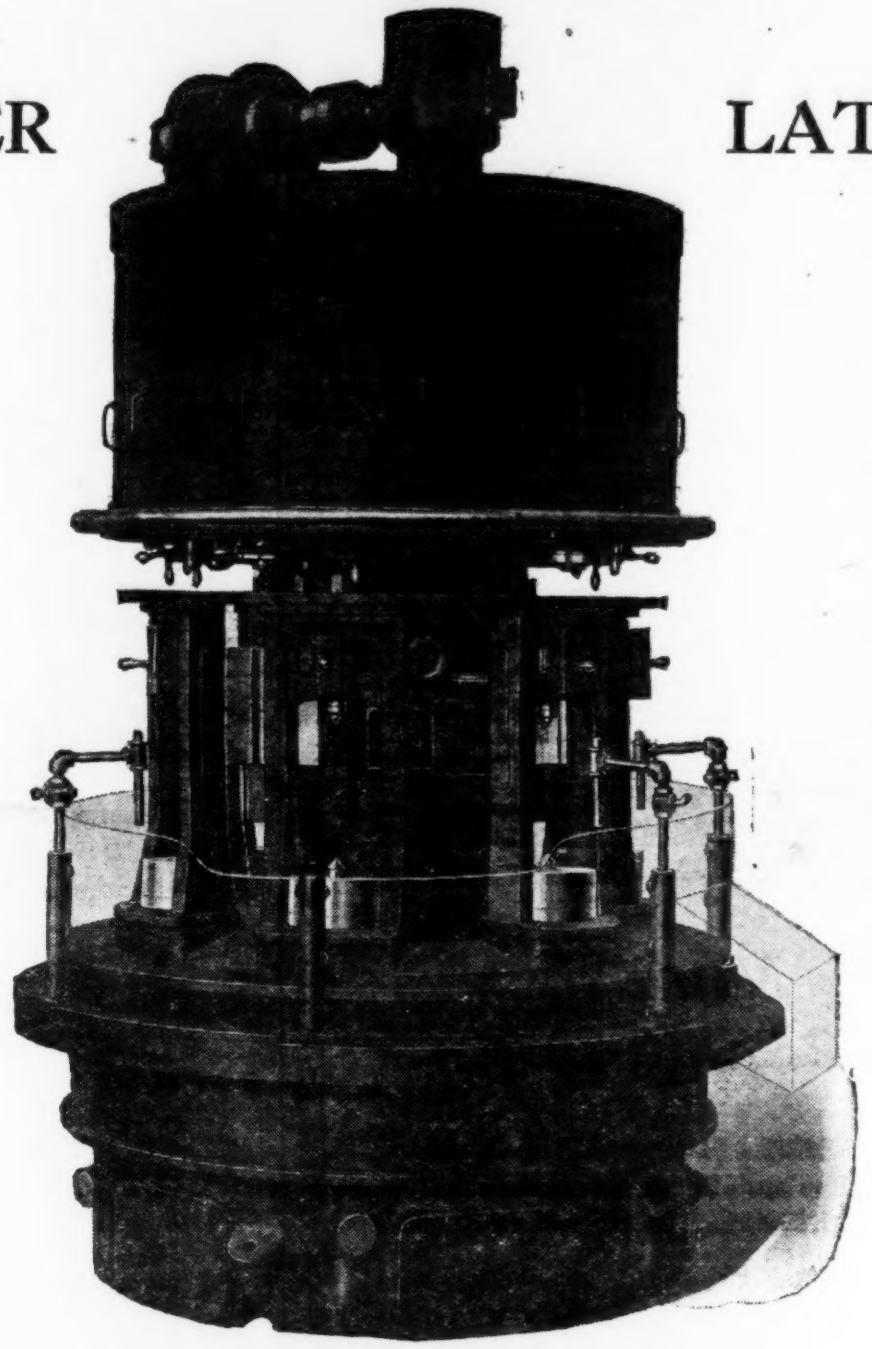
Stem Pinions

MULT-AU-MATIC

CENTER LATHE



A new field of work for the Mult-Au-Matic Method—Shaft Turning between centers, six pieces in operation, roughing and finishing at the same time, mechanical requirements of highest machining efficiency exactly met by variable and independent speeds and feeds at each station.

What the Mult-Au-Matic has accomplished in the chucking field, the new Mult-Au-Matic Center Lathe will do in the turning field. Balanced work units operating in simultaneous sequence and in complete harmony to complete the piece in the shortest time — Mult-Au-Matic performance on lathe jobs between centers.

SPECIFICATIONS

CAPACITY—4 inches in diameter; 12 inches between centers.
SPINDLE SPEEDS—44 R. P. M. to 400 R. P. M.—independent for each station and obtained by change gears.
RATE OF FEED—.005 to .045 per revolution of spindle—independent and variable for each head.
TOOL CARRYING HEADS—Five in number, independent in movement.
TOOL HEAD MOVEMENTS—Advance and return—travels are adjustable to variable lengths of work.
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